

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " W. A. Valentine.
 "FATSHAN," 2,160 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF, and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willox.
 "NANNING," 1,569 " " " Mackinon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th July, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
 Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents: Messrs. E. Pasquet & Co.
 For further particulars, please apply to—

BARRETT & CO., Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 6th October, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIKINI	JAPAN	Second half July	JAVA PORTS	First half Aug.
TJILWONG..	JAVA	First half Aug.	JAPAN	First half Aug.
TJIMAH I	JAPAN	First half Aug.	JAVA PORTS	First half Aug.
TJIBODAS ..	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIPANAS ..	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJILATJAP..	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YONG BUILDINGS, 1st floor,
 Hongkong, 15th July, 1907.

Dentistry.

Dr. M. H. CHAUN

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD, CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, DAQUILLAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sonts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.....	"ZIETEN".....	WEDNESDAY, Noon, 14th Aug., 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.....	"PRINZ EITEL FRIEDRICH".....	about WEDNESDAY, 14th Aug., 1907.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.....	"PRINZ WALDEMAR".....	THURSDAY, Noon, 15th Aug., 1907.
YOKOHAMA and KOBE.....	"PRINZ SIGISMUND".....	about FRIDAY, 23rd Aug., 1907.
KUDAT and SANDAKAN.....	"BORNEO".....	about SATURDAY, 9 A.M., 31st Aug., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

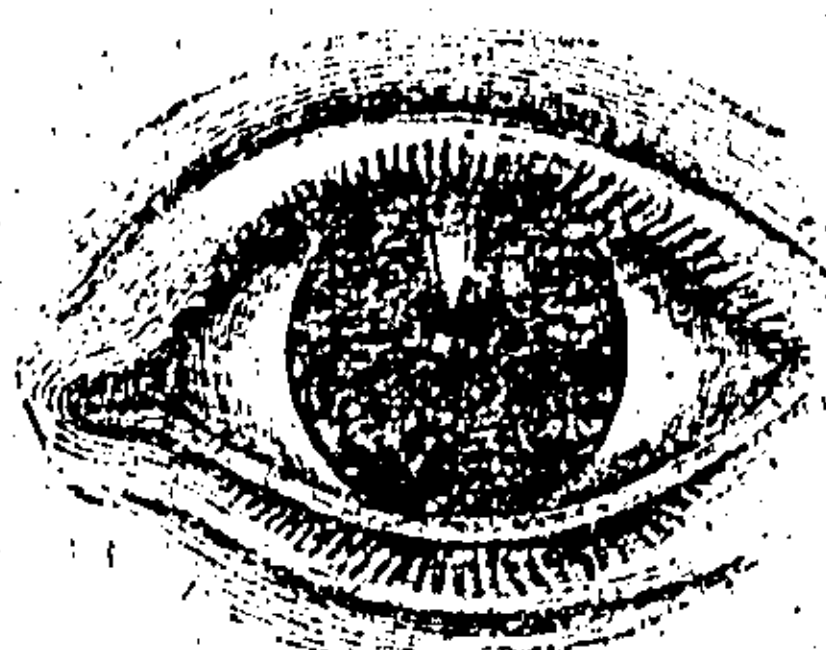
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 31st July, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON. 21, John Street, Bedford Row, W.C. 59, Bentinck Street. SHANGHAI. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to each Room.

Telegraphic Address: "CHEF" HONGKONG.
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,
 Proprietor.

RUSSIAN SHIPPING WITH THE FAR EAST.

The British Consul at Odessa states that the combination of several causes has virtually destroyed the sea-borne trade between Odessa and the Far East. The report for Odessa for 1903 showed the serious effects of railway competition. The war with Japan followed, and caused a complete interruption, from which recovery is very slow and doubtful.

Those interested in the sea trade lay blame upon the fact that Vladivostok is a free port, and clamour for its re-inclusion in the customs "régime." They complain that Russian goods cannot compete with cheaper foreign goods and lower foreign freights. Four principal steamship lines, to which a fifth has just been added trade between Odessa and the Far East:—(1) Dobrovolny Flot (the Volunteer Fleet); (Severnoye Parokhodnoye Obshchestvo) the Northern Steamship Company; (3) Russkoye Vostochno-Asiatskoye Parokhodstvo (Eastern Asiatic Steamship Company); (4) Russkoye Obshchestvo Parokhodstva i Torgovli (Russian Steam Navigation and Trading Company); (5) Russko-Kitaiskoye Tovarishestvo Parokhodstva i Torgovli (the Russo-Chinese Steamship and Trading Company). These companies have reduced the number of their sailings. For instance in 1906 the Volunteer Fleet despatched 8 ships on 17 trips, whereas in 1903 they despatched 16 ships on 24 trips. But even so, the ships sailed only partly loaded. Thirty cases were recorded in which vessels capable of carrying 6,000 to 7,000 tons sailed with no more than 2,000 tons of cargo. A new line, named the Russo-Chinese Steam Navigation and Trading Company, has just been formed to trade between the Black Sea ports and the Far East, touching at the chief ports of India, Indo-China, and China, Dally, Vladivostok, and other ports of the Kamchatka and Sea of Okhotsk. At present the line consists of two steamers, the "Klakhra" (5,500 tons) and the "Ourga" (3,500 tons). But this number is to be increased. The headquarters of the line are at Odessa. The firm of Anastasief and Vorov, of Vladivostok and Shanghai (represented in Odessa by Mr. Tripani), are opening a new line between Odessa and other Black Sea ports, Vladivostok, and San Francisco. The first chartered steamship was to have sailed from Novorossisk to San Francisco with a cargo of cement when she sank. This has retarded the execution of the scheme, but it is understood that before the accident another steamer had already been chartered by this company. Others are to be added if the first journey is successful. This line will eventually amalgamate with a Russo-Chinese Steam Navigation and Trading Company.

CARE OF MONEY.

ABOUT INVESTMENTS AND THE MEN OF SMALL MEANS.

The problem of investment is one which profoundly interests all classes and conditions of men. But the well-to-do and the rich are not so vitally affected by an occasional error in solving it as the men of moderate and limited means. The latter should realize that the question of investing hard-earned savings has its important moral side.

All papers and periodicals of large circulation serve as mediums for apparently tempting offers and opportunities for investment in honest but avowedly speculative projects. The man who has made ample provision for his future and that of his family; the man whose earnings are large and whose business is reasonably secure, can afford to put some of his surplus into such enterprises. He deliberately assumes the risks; and is in a position to assume them. He can bear loss, and no hard hip or injustice to any one results in the event of loss, partial or total.

But the man of moderate means should never invest a dollar in any speculative enterprise without earnestly and anxiously considering the wisdom and propriety of such a step. The very fact that large returns are promised is notice of the considerable amount of risk involved in that affair. In our day absolutely safe investments—like municipal bonds of unquestionable validity—yield very modest rates of interest. The same is true of the solid and trustworthy savings banks and insurance companies. The greater the promised gain, the greater the chance of loss.

This is a matter of common sense. The truth needs no emphasizing. What, however, does need emphasizing in our era of publicity and speculation is that the men of small means—the wage-worker, the clerk, the small merchant, the struggling professional man—should think thrice before entering the speculative field at all. Not only reasonable prudence and thrift, but a sense of obligation to his family or dependents, and to himself, should deter him from "taking chance" and running the risks inseparable from all speculation. For him the only proper, the only right and intelligent course is to deposit his savings with some conservative bank or in life insurance or outright purchase of stable securities. Now and then a savings bank fails, but for one dollar lost through such a failure, thousands are lost in speculative investments.—Chicago Record-Herald.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
 Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.
 The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
 Hongkong, 22nd April, 1894.

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE, Secretary.

Hongkong, 22nd July, 1907.

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HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of August, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to the 30th June, 1907.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 31st July, 1907.

[705]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGULAR MEETING OF SHAREHOLDERS of the Corporation will be CLOSED from TUESDAY, the 6th, to the 17th day of August, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 31st July, 1907.

[706]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NEW ISSUE OF SHARES.

PROVISIONAL CERTIFICATES are now ready, and Shareholders can obtain same on application in exchange for the receipts for the First Call.

J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1907.

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HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 19th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE, Secretary.

Hongkong, 29th July, 1907.

[698]

GREEN ISLAND CEMENT COMPANY, LIMITED.

AN INTERIM DIVIDEND of 30 cents per Share for the six months ending 30th June, 1907, will be payable on the 13th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on 10th, 11th and 12th July, 1907.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 31st July, 1907.

[640]

NOTICE.

GREEN ISLAND CEMENT COMPANY, LIMITED.

SHAREHOLDERS are reminded that Interest at the rate of 12 % per annum is payable on overdue calls.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st August, 1907.

[713]

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 80 cents per Share for the Six Months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st August, 1907.

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THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

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Intimation.

Powell's
ALEXANDRA
BUILDINGS.

DIRECT IMPORTERS

BABY

CARRIAGES

Special Lines in

TROLLEY

CARS

Dainty Upholstered

CHILDREN'S

COTS

CANOPIES,

RUGS

and

SUNDRIES

W.M. POWELL,
LTD.,

HONGKONG.

Hongkong, 3rd August 1907.

Hotel.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—

MANAGER,
Hongkong, 4th December, 1905. [27]

Intimations.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes
9.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.30 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.45 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 10 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 10 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road, Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 4th June, 1907. [59]

HUMBER
CYCLES.THE BEST IN THE
WORLD.

Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDER,
GEAR CASES AND DUNLOP TYRES.
From \$120 to \$150 each.
GUARANTEE FOR 3 YEARS.
WILL CLIMB ANY HILL ON THE LOW GEAR

Portsmouth Evening News:—"For 38
years the name of the HUMBER has been
as a guarantee of good workmanship."

DR. GO CYCLE DEPOT,
AGENTS,
11, D'ARVILLE STREET AND KOWLOON.
Hongkong, 15th July, 1907. [476]

Consignees.

NOTICE TO CONSIGNEES.

FROM MELBOURNE.

THE Steamship

"HARPART,"
Captain Bowling, having arrived, Consignees
are requested to send in their Bills of Lading for
counter-signature in the undersigned and to take
immediate delivery of their goods from alongside.

Any Cargo impeding her discharge will be
landed at Consignees' risk and expense.
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 1st August, 1907. [713]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship

"LAISANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M., on the 5th inst., will be
landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 2nd August, 1907. [6]

Consignees.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"WIK,"

Captain Carsten, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for counter-signature by the
Undersigned and to take immediate delivery of
their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th prox., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd prox., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 2nd July, 1907. [695]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"MARCELLUS,"

Captain Lohrengel, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for counter-signature by the
Undersigned and to take immediate delivery of
their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th prox., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd prox., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 29th July, 1907. [697]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"ABSURG,"

Captain Fill, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for counter-signature by the
Undersigned and to take immediate delivery of
their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th prox., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th prox., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 30th July, 1907. [700]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY, the 3th of July, at 10 A.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th of August, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th of August, at 9.30 A.M.

All Claims must reach us before the 10th of
August, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 30th July, 1907. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALMA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 5th inst., at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.
All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.
No claims will be admitted after the Goods
have left the Godowns.
K. A. HEWITT,
Superintendent.
Hongkong, 1st August, 1907. [6]

ANOTHER DAY ANOTHER
CHANCE.

There is a world of hope in the new-born day
When it's past is dead, and the amber way
Reaches out to the earnest glance—
Another day is another chance.

Let us blot the page where the wrong has been,
Forgetting the sorrow, and care, and sin;
It quickens the blood like a Kerry dance—
Another day is another chance.

A fig for trials, a truce to care;
"To-morrow" befores us to do and dare;
Hope flings her banner our joy to enhance—
Another day is another chance.

Another chance where hope lies dead,
Where honour, and all save life have fled.
Is a coat of armour, a shield, and a lance—
Another day is another chance.

—Alfred's.

CAA QUININE LURE MALARIA.

It may be safely said that no single theologi-
cal dogma has commanded more consistent
homage on the part of believers than the
medical profession, rank and file, has accorded
to quinine. It has long been considered one
of the specific drug cures. It now appears
from recent researches that the cure of malaria
with quinine is only apparent, and that the
drug does not really destroy the malarial
parasites. It is equally well established that
quinine paralyzes the white cells of the blood,
by poisoning their protoplasm. Hare states
that the amoeboid movements of the white
blood cells, are arrested by quinine in
even so small a proportion as 1 to 20,000.

When quinine is so constantly given as to keep
the blood more or less saturated with it, the
paroxysms of malaria do not occur, for the
simple reason that the malarial parasites are
hidden away in the spleen and other internal
parts. As soon as the quinine is withheld, these
parasites swarm out of their hiding places, and
flood their natural enemies ovaerated and
paralyzed and in some measure destroyed, take
their own free course and work havoc in
the blood. Surely it is not wise to give a drug
which thus cripples and destroys the very life
of the body, besides seriously damaging the kidneys
and other organs. The absolute withholding
of quinine during acute attacks of malaria
will expedite ultimate cure. Instead of the
disease, progress being merely held in check at
the cost of leucocyte paralysis, the defensive
forces of the body should be given a chance to
fight their enemies in the open.

A BETTER METHOD OF TREATMENT.
A better method of treatment in malaria con-
sists in the use of sweating baths applied just
before the beginning of a chill. This method
was used about 400 years ago by Don Alexis
of Piedmont, Italy. He first rubbed the patient
with hot linen cloth, then snugly wrapped him
in until he freely perspired. Simple sweating
procedures are commonly used in various
parts of the world. It is sometimes necessary
to repeat the sweating procedure three or
four times, though it is often successful at
the very first application. Dr. Austin Flint
reports a case in which he had employed
quinine in full doses for several weeks
without success. He finally abandoned the
drug entirely, giving his patient wet sheet
packs two or three times a day, with the
result that within a week the patient was
convalescent. A very good method consists in
watching the thermometer closely on the day
of the expected chill, and as soon as the tem-
perature begins to rise, getting the patient into
bed, wrapped with woolen blankets and
surrounded with heated bricks or hot water
bottles. Hot water or hot lemon drinks are
freely administered till perspiration is induced.
The patient's resistance should be built up with
rest, proper feeding, exposure to the sun and
air, and cold rubbings.—Good Health.

LONDON IN TABLOID.

THE HEART OF THE EMPIRE.

The following statistical abstract, issued by
the London County Council, tells all about the
heart of the Empire.

First, with regard to area, London is com-
posed of 77,496 acres, of which 73,962 is land-
ing 627 foreshore, 2,051 river, and 855 lakes and
ponds.

On this area, 4,556,433 people live in 626,245
rated houses. About 900,000 are children, and
nearly 200,000 are old people verging on 70
years.

Of those over 15 years of age, there are:—
Men, 1,111,111
Women, 1,111,111
Married, 773,363
Widowed, 72,128
There are 3,556 blind Londoners, while 2,057
are deaf and dumb. There are 10,058 soldiers
in London barracks, 6,656 paupers in the
workhouses, 10,500 patients in the hospitals,
3,500 lunatics in asylums, and nearly 5,000 criminals
in the prisons.

Every year about 120,000 Londoners are
born, and 70,000 die, 2,460 of the latter meet-
ing death by accident.

The contents of London's postbag is as fol-
lows:—
753,400,000 letters de- 28,301,000 telegrams
livered handed in
183,000,000 postcards 6,703,901 letters regis-
tered tered
169,000,000 halfpenny 300,481 parcels regis-
packets delivered tered
37,000,000 newspapers 1,010,815 express de-
livered liveries
18,160,000 parcels de- 32,879 telephones
livered working

Londoners eat 400,000 tons of meat a year,
while their annual dish of fish weighs over
200,000 tons.

They obtain their drink from 70,244 public
houses, and amusement is provided for them
by 310 public halls, and 65 theatres. They
own 4,024 motor cars, and pay £61,837 in dog
licences.

Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries.
When a thing ought to be done the modern
spirit moves us to keep working away at it
until it is done. In the face of this idea the
"impossible" vanishes. Where there's a will
there's a way. "If we could but rob cod liver
oil of its sickening taste and smell and then
combine it with two or three other ingredients
we should possess the best remedy in the world
for certain diseases that are now practically
incurable." So said a famous English physi-
cian twenty-five years ago. "But it will never
be done," he added. "You can no more turn
cod liver oil into a pleasant palatable medicine
than you can turn the Codfish itself into a Bird
of Paradise." Yet he lived to admit that in
WAMPOLE'S PREPARATION
the "impossible" had been accomplished. It
is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites, Extracts of Malt and Wild
Cherry. This remedy is freed from the bad
peculiarities Dr. Frothingham so detested, and
it is precisely the splendid medicine he wished
for. Use it freely and confidently for Anemia,
Hysteria, Wasting Complaints, Blood Impuri-
ties, Asthma, and Throat and Lung Troubles,
Dr. W. H. B. Atkins, F. R. C. P., London,
M. D. C. M., Victoria University, M. B.,
Toronto University, Consulting Physician to
Homo for Incurables, Physician to Toronto
General Hospital, says: "I am much pleased
to state that the results from using Wampole's
Preparation of Cod Liver Oil have been
uniformly satisfactory; it appealed to me
as being prepared according to correct sci-
entific principles." It increases the appetite and
influences the digestion of food; it is delicious
to take, will not disappoint you and is effective
from the first dose. "It represents the dawn
of progress." At chemists everywhere.

WAMPOLE'S PREPARATION

IN accordance with Ordinance No. 6 of
1878 the EXCHANGE BANKS will be
CLOSED for the Transaction of Public Busi-
ness on MONDAY, the 5th August.
Hongkong, 31st July, 1907. [704]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of
1878 the EXCHANGE BANKS will be
CLOSED for the Transaction of Public Busi-
ness on MONDAY, the 5th August.
Hongkong, 31st July, 1907. [704]

FIRE INSURANCE ASSOCIATION
OF HONGKONG.

NOTICE is hereby given that FIRE
INSURANCE OFFICES will be
CLOSED for the Transaction of Public Busi-
ness on MONDAY, the 5th August, 1907.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 1st August, 1907. [710]

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an INFANTRY
COMPANY with a DETACHMENT of
CYCLISTS. All who are desirous of joining,
are requested to apply personally at Volunteer
Headquarters morning or afternoon.
A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.
Hongkong, 25th July, 1907. [690]

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000)

Underwrites and Executes
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c., &c.,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 22nd May, 1907. [625]

GRAND OPENING
OF
ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.
UNDER THE AUSPICES OF THE
CANTON NAM-KEUNG PUBLIC
COLLEGE,
there will be opened to the public at
37, QUEEN'S ROAD CENTRAL
(three doors above Supreme Court),
on
WEDNESDAY, 15th May, 1907.
A GRAND EXHIBITION OF
EXQUISITE ART TREASURES,
Comprising:—
PAINTINGS, SCULPTURES, CARV-
INGS, TAPESTRY, ARTISTIC MARBLE
AND BRONZE BUSTS AND STATUARY,
ANCIENT ARMOUR AND IMPLEMENTS
OF WAR, FRENCH and VENETIAN
WARES, Beautiful Articles of Decorative
Furniture including a Bedroom Suite in Cris-
tal and a Handsome Roman Chair from the
Vatican, Rare Curios, Bric-a-Bracs, Bronzes
and other specimen of Virtu collected by con-
noisseurs in Art from many parts of the world
to the order of the Exhibitors.

A nominal fee of FIFTY CENTS will be
charged for admission, the net proceeds of
which will be devoted to the Educational
Funds of the CANTON NAM-KEUNG PUBLIC
COLLEGE.

Doors opened from 12 noon to 5 P.M., and
7 to 10 P.M.
Tickets may be had at Entrance.
Adults 25 cents.
Children 15 " "
Soldiers in uniform 15 " "
T. H. TAI,
Manager.
Hongkong, 15th June, 1907. [69]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.
W.M. PARLANE,
Manager.
Hongkong, 2nd June, 1907. [63]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the
HON. THE CAPTAIN SUPERINTENDENT OF
POLICE, to sell by
PUBLIC AUCTION,
ON
TUESDAY,
the 6th August, 1907, at 11 A.M., at the
Central Police Station's Compound,
SUNDRY
CONDEMNED AND OBSOLETE STORES,
Comprising:—
CLOTHING, BOOTS, OLD METALS,
RICE, YARN, RICKSHAS, SANDAL-
WOOD, and a small quantity of SILVER
JEWELRY;
AND
Immediately after the sale at Fire Brigade
Station, Queen's Road Central,
A QUANTITY OF
CONDEMNED STORES,
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 30th July, 1907. [701]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Hon. The Harbour Master,
to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,
the 7th August, 1907, at 11 A.M., at Causeway
Bay on the Spot,
The Wreck of the Steamer
"KWEI-LUM,"
ALSO
ONE STONE JUNK.
(Both lying at Causeway Bay).
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 30th July, 1907. [702]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
ON
FRIDAY and SATURDAY,
the 9th and 10th August, 1907, commencing
EACH DAY at 2.30 A.M., at the
"HOTEL BALTIMORE," Wyndham Street,
(FOR ACCOUNT OF THE CONCERNED),
THE WHOLE OF THE
VALUABLE FURNITURE,
CONTAINED THEREIN,
Comprising:—
Very finely CARVED TEAK SIDE-
BOARD with BEVELLED MIRRORS,
DINNER WAGGONS, TABLES, LEA-
THER COVERED DINING CHAIRS,
ELECTRO PLATE and GLASSWARE,
Single and Double BEDS, MOUNTED
HEADSTEPS, FINE TEAK WARDROBES
with BEVELLED MIRRORS, DRESSING
TABLES with BEVELLED MIRRORS,
MARBLE-TOP WASHTABS, TOILET
SETS, LACE CURTAINS, LEATHER
COVERED SUITES, CARPETS, RUGS,
&c., &c.;
Some finely CARVED CANTON BLACK-
WOODWARE, JAPANESE SILK EM-
BROIDERED SCREENS, and WALL
HANGINGS, and CABINETS;
ALSO
One COTTAGE PIANO by "Challen & Son,"
One Do. by "Neumeyer & Co."

TERMS:—As usual.
Catalogues will be issued.
On view from Thursday, the 8th August,
1907.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 2nd August, 1907. [716]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 15th August, 1907, at 11 A.M., at No. 1,
Reclamation Street, Yau-mai,
ONE MARINE TRIPLE EXPANSION
ENGINE
15hp. by 24in. by 40in. 27 Stroke—180 hp.
pressure. Built in 1903;
AND
ONE THURST BLOCK and SHAFT.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th July, 1907. [692]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 15th August, 1907, at 11 A.M., at No. 1,
Reclamation Street, Yau-mai,
ONE MARINE TRIPLE EXPANSION
ENGINE
15hp. by 24in. by 40

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WATSON'S FRUIT SYRUPS.

Prepared from Genuine
Fruit Juices, containing
the full flavour of the
sound ripe fruit.

Mixed with plain or
Aerated Water they
make delightful cooling
drinks.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.
ALEXANDRA BUILDINGS.

Hongkong, 3rd August, 1907.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 3, 1907.

"TO THE PEAK."

Considering that it has been officially assumed the people of Hongkong are sublimely ignorant of the amount to which copper and silver coins respectively are legal tender in the Colony—as evidenced by the publication of a Government notification on the subject—it will not be an act of graceless temerity to assume that they are equally ignorant of the bye-laws framed by the Peak Tramways Company, Ltd. As a rule, the average citizen takes the laws very much for granted, confident in the knowledge of his own integrity that he, at least, will not be caught within the meshes of the law. Although he may deviate occasionally from the strict path of rectitude—putting his full trust, for example, in the old shibboleth that "finding's keeping"—still he does not voluntarily look for trouble. Accordingly, it will be some sort of service to the traveller to the celestial regions yeelp the Peak to know exactly some of the things which he must not do under pain of having to make an appearance before the Magistrate and pay for his little errors. The general managers of the Peak Tramways Company, Ltd., have just published in the *Gazette* the "bye-laws for the control of the traffic on the St. John's Place to Victoria Gap route," and they will be found to be not unconstructive. To begin with, the cars are not supposed to carry more than 40 passengers at a time, but two children under twelve years of age are only reckoned as one passenger. Most people who have travelled through the world have met children of tender years; that is to say, under twelve, who could give points in the matter of physique and development, to say nothing of appearance, to their seniors who confessed to seventeen. Two of these would easily occupy the space allocated to age, and indeed, half a dozen would comfortably fill a whole car and then seek for more roomy quarters on the roof. That section about the number of passengers is one of the few out of the fifteen which does not carry a penalty along with it. But the second section is really a continuation of the first, for it declares that should anyone attempt to travel in the carriage after he has been warned that it already contains 40 passengers he will be liable to pay a fine of \$5 for the first offence. It is quite conceivable that occasions might occur when it would be cheaper to pay \$5 than to be left alone on the platform, but if the game of watching the disgusted glances of the other passengers on a sunny day is to be indulged in, the frivolous one will find that he has rendered himself

liable to a fine not exceeding \$10. There are some individuals who pretend that the tobacco habit is on all fours with the opium civil, and declare that they can smell the fumes of another place in the emissions of the smoker. At last these fastidious characters can wreak their revenge on the tribe of air-drawers, for under section five of the Peak Tramways bye-laws all that he has to do is to select a likely looking victim and politely request him to desist from his filthy, degenerate habit and fling his pipe out of the window. If the depraved person should prove obdurate and absolutely refuse to obey, then he has contravened the bye-law and may be fined \$1. If he should be caught again by the moral regenerator and requested once more to "stop that smoking,"—he is bound, if only for the sake of "face," to refuse—he will probably find himself saddled with a little debt of \$5. While if he persists in declining to listen to the pleadings of the reformer he may, on the third occasion, be required to produce \$10. From the point of view of those who wish to leave the world a little better than they found it, the idea of "holding up" a careful of Nicotinis and haling them before the authorities is not at all without its attractive side. Passengers are allowed to carry 28 lbs. of luggage, and they must carry it in their hands otherwise \$5, or less should the Magistrate be in a genial mood. Should a passenger attempt such acrobatic feats as alighting from or jumping into a car while it is in motion, he may have to pay the usual penalty, provided, of course, he is alive after the performance. It is unnecessary to say that passengers must give up their tickets on demand; but there are some who may be interested to learn that if they travel beyond the station to which they have booked they "shall pay the full fare in force for the time being from terminus to terminus." That scarcely seems to be a fair and equitable arrangement, but if passengers will keep on moaning at large, absorbed in the wonders of the scenery, or engaged in evolving schemes to corner the market, and if in their abstraction they forget to alight at the proper station, then by all means make them pay for their mental amusement, for, after all, who is to say that it is not a little trick to get the better of the Company? The last bye-law contains a most democratic, even socialistic principle, for it declares that on certain occasions the haughty personage who says loftily, "Season," when asked for his ticket, shall be no better off than the humble individual in the corner who has paid his fare in full—and meekly admits the impeachment. If such occasions occur but rarely, for it is only when special cars for the public are run that the high and the low meet on a common level. On the whole, the bye-laws are not calculated to jar on the peaceful traveller, although, of course, there are those to whom anything in the shape of a law or a regulation is as a red rag to a bull.

LOCAL AND GENERAL.

HONGKONG Hotel shares have further dropped to-day to \$110 from \$113 yesterday, or \$8 since Thursday.

LEAVE of absence (privilege leave) to the neighbouring countries, on private affairs, has been granted to Major H. E. Lewis, 119th Infantry, from 10th August to 8th October.

LIEUT.-COL. J. M. Reid, R.A.M.C., having returned from leave has, with the approval of His Excellency the Governor, resumed his appointment as a member of the Sanitary Board.

MESSRS. Hidalgo, Cuyugan and Company, the Filipino firm soliciting subscription for the erection of a monument to the late patriot José Maria Basa, report that the amount thus far raised is 1,100 pesos.—*Manila Times*.

ANOTHER body—bringing the total up to four dead—was recovered from the debris of the collapsed portion of the Hongkong Hotel, shortly after one o'clock to-day. The corpse was that of Ho Lai, one of the hotel's pantry boys.

IN their latest circular on the rice trade, Messrs. W. G. Hale, of Saigon, report:—"The chief feature is renewed demand from Hongkong, which has advanced our market and makes it close stronger with a pronounced upward tendency."

IN a gambling raid, engineered by Sergeant Appleton, at No. 61, Temple Street, North Yau-mat, first floor, last night, sixteen gamblers were captured. During the stampede which followed the entry of the raiders one coolie stepped over the verandah and landed on his back in the street. He was picked up and removed to hospital. He is believed to be seriously injured internally. The gamblers were arraigned before Mr. F. A. Haseldin this morning, at the Police Court, and fined.

DURING the blow early this morning a cargo-boat (No. 401) was very nearly capsized off the boat left Tsim-tsu-tsu, fully loaded with timber, last night, on her way to Tai-kok-tsu. Soon after passing Yau-mat she was caught broadside-on by a strong wind and heaved over to one side. The ropes which held the timber snapped and over thirty logs were washed overboard. One of the crew fell into the water during the sudden lurch of the junk. He was rescued. After anchoring head-on for an hour or two the junk continued to her destination.

THE GOVERNOR IN A COLLISION.

LAUNCH COXSAINS COMMIT AN ERROR OF JUDGMENT.

At the Marine Court this morning, before Commander Basil R. H. Taylor, R.M., Marine Magistrate and Harbour Master, an inquiry was held into the collision which took place in the harbour, on the 1st inst., between the Government launch *Victoria* and the launch *Tai-kok-Hing*.

Shek Mi Fan, master of the *Tai-kok-Hing*, said that he was going to the S. S. *Chingta*, and when near the S. S. *Zafiro* saw the *Victoria*, crossing at right angles, about 100 yards off. Both launches kept on, and when witness saw that a collision was imminent he went full speed astern; he did not blow his whistle. The *Victoria* came on and hit witness's launch on the port bow. A "Star" Ferry launch was going in the same direction, 100 yards ahead of witness.

Mr. W. B. Brown, master of the *Chingta*, said he was on board his ship at the time of the collision, and it appeared to him that both launches went full speed astern just before the collision, the *Tai-kok-Hing* first. Witness noticed the Governor's flag at the bow of the *Victoria*, and that drew his attention to her progress. He first saw the two launches one and a half minutes before the collision, and they must have been in sight of each other all the time. He considered the *Victoria* in fault.

Leung Tai, coxswain of the *Victoria*, said he embarked his Excellency the Governor at Blake Pier, to take him to the *Tamar*. When he got near the bows of the *Zafiro* he saw the *Tai-kok-Hing*. The latter gave two blasts on her whistle to indicate that she was going to starboard, so witness kept straight on. Instead of starboarding her helm the *Tai-kok-Hing* also kept straight on, and witness went astern. The *Victoria* then also went astern, and the collision took place.

Charts and models were produced and the coxswains told their stories, which, of course, contradicted each other, each putting himself in the right and the other in the wrong.

By Mr. G. C. C. Master, of Messrs. Johnson, Stokes and Master:—Witness said he did not blow his whistle on clearing the bows of the *Zafiro*. Both launches went astern at the same time.

Captain Taylor, A.D.C. to his Excellency the Governor, said as far as he remembered they were half way between the *Zafiro* and the *Tamar* at the time of the collision. He heard no whistle. He was going to the *Tamar* at the time. The launches were two boat lengths apart. He could not say who was in fault.

Chang Lu Po, a deck hand on the *Tai-kok-Hing*, said he heard no whistle. That launch did not blow her whistle.

His Worship said: There is not sufficient evidence to enable me to form an exact opinion in this case. My knowledge of the locality leads me to the opinion that the evidence of the coxswain of the *Tai-kok-Hing* is not wholly true, while there is nothing incompatible with facts in that of the coxswain of the *Victoria*. Therefore, taking the evidence of the master of the *Chingta* into consideration, I find that both coxswains were guilty of an error of judgment. Both certificates may be returned to their owners.

ACCORDING to the annual report of the Russo-Chinese Bank, it appears that the profits for the year amounted to 3,185,102 roubles. After paying a dividend of slightly over 9 per cent., transferring 3,670,705 roubles to reserve, 791,450 to general funds, there is a surplus of 441,438 roubles of which 400,000 roubles will be applied to extraordinary reserve and 41,438 carried forward. The reserve funds of the bank amount to 9,240,000 roubles.

IT is notified in the *Gazette* that His Excellency the Governor has been pleased to nominate, under the provisions of section 4 of the Crown Lands Resumption Ordinance, 1900, (Ordinance No. 10 of 1900), the Honourable Mr. William Chatham, C.M.G., Director of Public Works, to be a member of a Board of Arbitrators appointed under the chairmanship of His Honour Mr. Justice Wille to determine the amount of compensation to be paid in respect of the resumption of Lots Nos. 416, 417, 418, 423, 424, 425, 426, 427, 428, 429, 430, and a portion of 421 in New Kowloon Survey District No. 11.

RETURNS of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st July, 1907, as certified by the managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, Ltd.	\$3,156,135	\$1,300,000
Hongkong and Shanghai Banking Corporation, Ltd.	16,111,765	11,000,000
National Bank of China, Ltd.	235,900	125,000
Total.	\$9,693,500	\$13,425,000

LEARNING that during the past few weeks the number of riff-raff from Canton entering Hongkong to try their luck has exceeded that of any other year, the police have opened a crusade against them. Two were found sleeping in Hing Loping Lane, West Point, by Sergeant Avis of Kennedy Town Police Station, early this morning. Another was found roaming around the Central district long before daybreak waiting for his luck to change while the fourth was located in an empty go-down in Albany Street, Wanchai, by Police-man Grant, last night. The quartette—and a sorrowful looking quartette they were!—too, not one of them having been in the Colony for more than a week—were arraigned in the Police Court, to-day, charged with being rogues and vagabonds. Mr. Gomperz sentenced the pair from West Point to ten days' gaol each, while the man from East Point got a week. The Central district wanderer got three weeks at the hands of Mr. Haseldin.

ANTI-OPIMUM ASSOCIATION.

SOCIETY'S REGULATIONS.

APPROPRIATION OF THE AMERICAN BOYCOTT FUNDS.

[From Our Own Correspondent.]

Canton, 2nd August.
At the second meeting of the Central Anti-Opium Association held at its headquarters in the Mun Lee Shi Yuen the following regulations governing the hospital for the admission of opium smokers were promulgated:—

Section I (a). That this hospital is open solely for opium smokers who are without means of treatment, and that this institution only treats opium smokers. (b). That the Po Sze Monastery outside the western gate is selected as the site for the hospital, as the locality is spacious and healthy. (c). That this hospital is to be supported by the funds now left with the American Boycott Association and by subscription, etc. collected by the Central Anti-Opium Association, and this hospital is to be styled the Anti-Opium Association Hospital for the treatment of opium smokers, and all matters in connection with this institution are to be referred to the Association. (d). Persons other than opium smokers without means of treatment are not entitled to be admitted into this institution, and persons suffering from other ailments will also not be admitted. (e). Patients of this institution are to abide by the bye-laws of same.

Section II (a). The institution will be divided into three departments, viz., 1st department for sick patients, 2nd department for convalescents, 3rd department for those who have recovered from their habit, but may not be considered fit to be discharged from the hospital. (b). Besides these departments there will also be the following apartments created:—Visitors' room, lecture room, reading room, recreation ground, kloosque, water fountain, etc. (c). The edges of the ponds in the hospital will be planted with flowers and other plants for the benefit of the patients. (d). As no windows have been previously opened in the monastery, windows will be opened a few inches from the ground and their dimensions will be 5 by 1.4/5 feet. (e). The building will be whitewashed and the whitewashing will be repeated monthly.

Section III (a). Only those suffering from the effects of the opium habit without means of treatment, regardless of sex, are entitled to be admitted into the hospital for treatment, but they must first have to register their names, ages, places of abode and amount of opium taken and the date of commencement of riding themselves of the habit, and each patient is required to be guaranteed by a respectable business house or sent to the institution through the recommendation of their respective *liapoo*.

I confine myself to the translation of the foregoing regulations in the present communication, but will continue their reproduction in my next.

ANOTHER SOCIETY.

Another Anti-Opium Society of Canton was opened yesterday. The inaugural ceremony was attended by the representatives of the different Police Stations, and numerous colleges; several members of the military schools were also present; Admiral Li Chun's regimental band was in attendance and discused music throughout the proceedings. The proceedings commenced at noon, when numerous speeches, suitable to the occasion, were delivered. A tea party was held to entertain the visitors. The band played till 3 o'clock in the afternoon. A large body of police was present to keep order and the assembly was estimated at over a thousand persons.

CURIOUS QUARRY BAY CASE.

EUROPEAN FEARS BOYCOTT BY "BOYS."

Wong Yau, a houseboy, in the employ of Mr. James Eadie, an engineer, residing at Quarry Bay, was arraigned before Mr. H. H. J. Gomperz, at the Police Court, this morning, on a charge of stealing \$70, the property of his employer.

Accused pleaded not guilty, adding that it was a false charge.

The complainant stated that yesterday afternoon he took \$70 from his safe, preparatory to paying a bill. He placed the money in an inner pocket of his jacket, which he hung up in the wardrobe for the time being. Early this morning he went to get the money, but found that it had disappeared. There was nobody in the house but himself and his "boy," so after making a thorough search his suspicions fell on the accused, whom he called and warned that he would not leave the house until it was replaced. Mr. Eadie then went into a front room, where he remained but a few minutes, when he was called by the "boy," who told him that the money was in his pocket, in which the complainant was perfectly sure he had placed it before. The latter went to his bedroom and the "boy" pointed out where the money was. But as Mr. Eadie was positive that the \$70 was not there five minutes previously he gave the "boy" in custody, on a charge of theft. Concluding, Mr. Eadie said that it was only a week or two ago he missed \$30 from the same coat pocket.

His Worship—Why did you not get another "boy" then? It is very foolish to leave money in such an open place.

Mr. Eadie—it will be the same thing. In consequence of this case I know I will be boycotted by all "boys" at Quarry Bay. Yesterday afternoon while out walking with a friend I was told that on account of this proceeding I shall be quite unable to get a "boy" in the future. I brought this case in order to teach them a lesson.

Accused stated that this morning his master called him up and told him that he had mislaid \$70, telling accused to look for it. He did so and found it in the pocket of one of the jackets hanging in the wardrobe, and pointed it out to his master.

His Worship—You are discharged.

AN UNFORTUNATE DEPORTEE.

"INDUCED" BACK TO HONGKONG.

At the Police Court, this morning, Sia Tai Hoo, a coolie, was charged before Mr. H. H. J. Gomperz with returning from banishment. Yesterday afternoon, Sergeant Appleton, of Yau-mat Police Station, passing along Reclamation Street, thought he recognised a Chinese pedestrian, who was on his way to Tsai-tsu-tsu. He stopped the man and after a few inquiries discovered that he had no business in the Colony as he had been banished some months ago. The sergeant took the man in charge to hear his story, which was to the effect that, although he had returned to the Colony, he did not do so of his own desire. He was called down from Canton by Mr. E. H. Neave, second bathing master of the Hongkong and Kowloon Wharf and Godown Co., Ltd., to give evidence in a certain case.

His Worship—What are you doing in Hongkong now?

Accused—I was called down to be a witness in a case.

His Worship—That has nothing to do with me.

Sergeant Appleton—He was called down by Mr. Neave, your Worship.

His Worship—Did you call this man down?

Mr. Neave—Yes, your Worship. It is entirely my fault.

His Worship—Did you know, or did he tell you that he was banished from the Colony?

Mr. Neave—No. In consequence of the loss of a large quantity of the Company's coal at Whampoa I went up to Canton to make inquiries into the affair. There I met the accused, who appeared to know all about the matter, and I asked him to come down to Hongkong as a witness.

His Worship—Would it be a criminal charge against someone.

Mr. Neave—I believe so, but it has not been settled yet.

The case was remanded for a week.

BANKS IN HONGKONG.

OPINIONS OF AN AMERICAN BANKER.

R. R. Spencer, first vice-president of the National Bank of Commerce, is back at his desk after a three months' trip to the Orient on business and pleasure, says a Seattle paper. Mr. Spencer travelled over his itinerary in the Orient as follows: Yokohama, Kobe, Nagasaki, Vladivostok, Hongkong, Canton, Manila, returning by way of Amoy, Foochow, Shanghai and Yokohama.

Mr. Spencer was unable to notice, while in the Orient, much evidence of the existence of a Chinese boycott against American goods. "If that spirit is still alive," he said, "there are no surface indications of it. At Hongkong recently a meeting of Chinese merchants and the representatives of foreign business houses, principally American, was held for the purpose of bringing about closer trade relations between China and the rest of the world."

Mr. Spencer returns fully convinced that something strenuous will have to be done if the United States is to secure any considerable share of the carrying trade of the Pacific. "The decadence of American shipping," he said, "was the one thing on account of which I felt shame for my country while away."

"The Japanese are reaching out for trade in all directions. They have liners to all the principal Chinese ports to Australia, Philippines and to the United States, and their fleet is constantly growing. The French and the Germans have control of a good portion of the remainder of the traffic of the Pacific, with their subsidized steamers. The subsidy seems, in great part, responsible for the success of these nations in the carrying trade, as contrasted with the failure of the United States. The Japanese government, through subsidies, has control of 200 to 250 fine steamships outside of the navy, which could be pressed into service in time of war as auxiliary cruisers or as transports, giving a splendid advantage over nations not paying the subsidy. The only American flag I saw floating from a merchant vessel while away was that carried on the *Minnesota*.

"There is no anti-American feeling in Japan, at least none that was apparent to me while there. I was always treated with the utmost consideration and courtesy, and I think the same is true of all Americans who visit that country. I believe the yellow journals of both countries are misrepresenting the Japanese situation, trying to make a mountain out of a mole hill. Of course, there is more or less feeling over the San Francisco incident, but it does not rise to the dignity of a national issue. Japan is slowly recovering from the tremendous drain of the war with Russia. Excise duties are enormous; for instance, I noticed while there that the duty on tobacco is 250 per cent.

"It would be impossible to make a general statement, of course, saying whether the Orient is prosperous. The situation varies greatly in different parts. In North China the people have been suffering from an acute famine for some time. It seemed peculiar that this condition could exist within a few hundred miles were houses gleaning over from 500,000 to 700,000 tons of the old wheat crop. But, as a matter of fact, millions of the Chinese know nothing about the use of wheat for food.

"There is very little in common between the banking system of the United States and that used in the Orient. It would probably take a great many years to introduce anything like the American system over there. Their methods are more cumbersome, and there is a great deal more red tape to unwind. For instance, it takes from fifteen minutes to half an hour to cash a draft in a foreign bank in the Orient. The banks around Hongkong seem to have too much money, opportunities for its profitable use being apparently lacking. The banks there make the most of their money dealing in exchange, which is based on international trade. The lending of money at interest is not such an important part of their business as it is of that of the American banks."

HONGKONG WATER POLO SHIPD COMPETITION.

Three matches in the third round were decided yesterday afternoon at the V.R.C. enclosure before a large gathering of spectators. The match which attracted the most attention was that between the V.R.C. "A" team and a team representing the Corinthian Yacht Club, 87th CO., R.G.A., MIDDLESEX "A" TEAM.

This match was a very one-sided affair and ended in an easy win for the Artillerymen by 12 goals to nil. Gunners' Center, Fildwood, Bloomfield and Ward scored for the winning team.

The following were the teams:—
R.G.A.—Gunners, Greenwood, Center, Ward, Fleetwood, West, Bloomfield and Rodwell.

Middlesex "B" team:—
Privates Resdall, Worley, West, Reed, Moss, Warner and Chapman.

R. H. K. Y. C. MIDDLESEX "A" TEAM.
The Middlesex men in this game showed good form against their formidable opponents and made a few determined attempts to score, and managed to net one goal. The Yacht Club were far stronger than their opponents, and scored 7 goals. Thus the game ended in 7 goals to one. The scores for the Royal Hongkong Yacht Club were: Linton, Beattie, Bidden and Franklin, and Remmelt scored for the Middlesex team.

The teams were:—
R. H. K. Y. C.—F. Bidden, G. G. Franklin, E. W. Carpenter, R. B. Beattie, H. W. Lester, J. W. Withart and Linton. Middlesex "A" Team:—Gee, Thompson, Preston, Rolfe, Remmelt, Lineham, and Goble.

V.R.C. "A" TEAM VS. G.Y.C.

One of the hardest and best of the matches played so far in the "Shipd" Competition was the above. Both teams played a sterling game. In the first half the Corinthian men seemed to force the V.R.C. men back, and Wittchell and E. Humphreys had a good few tries, but L. E. Lammett successfully stopped. The V.R.C. forwards had very little to do in attacking, as the ball was very seldom sent up to them and their opponents always tried to get as near to their goal as possible. L. E. Lammett was worried by Wittchell at many points when he tried to score. The V.R.C. team might have scored a goal, just before half time was called, if Remedios had passed the ball to Carroll whose man left him when he was only a couple of yards away from the Corinthian goal, but the former sent it back to the other side, and thus a capital opening was lost. At half time the score was blank.

In the second half the V.R.C. men seemed to have more staying power than their opponents and in about a minute after play recommenced the ball was passed to H. A. Lammett by Pereira, who was just in front of the goal, and he scored the first goal for the V.R.C. team. After this the Corinthian made a few unsuccessful attempts to score. L. E. Lammett proving himself an excellent custodian. The ball was sent up to the other side of the bath again and Carroll made an attempt to score, but Forbes managed to stop it. Pereira then had a try, which proved of no avail and in the midst of a scramble a weak shot was again tried by Carroll without success. From a foul given against Barros, E. Humphreys shot a goal which was disallowed as he ought to have passed. The ball was again taken up near the Corinthian's goal and Pereira scored from a pass by Lammett, the second and last goal for the V. R. C., and thus the game ended in 2 to nil.

The teams were:—V.R.C. "A" team:—L. E. Lammett (goal), A. E. Alves and H. A. Lammett (full backs), A. V. Barros (half); A. H. Carroll, P. M. Remedios and J. M. Rosa Pereira (forwards).

Corinthian Yacht Club:—J. Forbes (goal); O. R. Chunyut, J. Miller (full backs); C. Humphreys (half back); E. Humphreys, R. C. Wittchell and O. J. Cooke (forwards).

The Fourth Round is fixed to take place on Wednesday, 7th, the teams being R. H. K. Y. C. vs. R. E. "A," and on Friday, 9th, the 87th CO., R. G. A. vs. Corinthian Yacht Club.

COMPETITION TABLE.

Played Won Lost Drawn Points

V. R. C. "A" 3 3 0 0 9

7th CO., R. G. A. 3 3 0 0 9

Corinthian Y. C. 3 2 1 0 6

R. H. K. Y. C. 3 2 1 0 6

R. E. "A" 2 1 1 0 3

V. R. C. "B" 3 1 2 0 3

Middlesex "A" 2 0 2 0 0

R. E. "B" 2 0 2 0 0

Middlesex "B" 3 0 3 0 0

Corinthian Yacht Club:—J. Forbes (goal); O. R. Chunyut, J. Miller (full backs); C. Humphreys (half back); E. Humphreys, R. C. Wittchell and O. J. Cooke (forwards).

The Fourth Round is fixed to take place on Wednesday, 7th, the teams being R. H. K. Y. C. vs. R. E. "A," and on Friday, 9th, the 87th CO., R. G. A. vs. Corinthian Yacht Club.

SHIPPING AND MAILS.

MAILED THIS.

French (*Polynesian*) 5th inst.

American (*Korea*) 5th inst., noon.

English (*Mormia*) 7th inst., 4 p.m.

German (*Prins Eitel Friedrich*) 12th inst., p.m.

Canadian (*Tartar*) 23rd inst.

The Imperial German Mail s.s. *Roon*, which left here on 3rd inst., arrived at Genoa on 2nd inst., at 6 a.m.

The P. M. S. S. Co.'s s.s. *Korea* sailed from Shanghai and is due to arrive at this port on 5th inst., at noon.

The N. Y. K. s.s. *Hakata Maru*, European Line, left Shanghai for this port on 2nd inst., and is expected here on 5th inst.

The N. Y. K. s.s. *Kamato Maru*, Australian Line, left Manila for this port on 3rd inst., and is expected here on 5th inst., a.m.

The P. & O. S. N. Co.'s s.s. *Marmora* left Singapore for this port to-day, at 9 a.m., with the outward mail. English Mails, and is due here on 7th inst., at about 4 p.m.

The Imperial German Mail s.s. *Prins Eitel Friedrich*, carrying the German Mails, with dates from Berlin of the 16th ult., left Colon on 2nd inst., at 10 p.m., and may be expected here on or about 12th inst., p.m.

Telegrams.

[Reuter's.]

More Trouble in Morocco.

London, 1st August.
News from Tangier says that three tribes have raided Casablanca, resulting in the destruction of the harbour works and tramways. It is stated that five Frenchmen, two Italians, and one Spaniard have been killed and a number of workmen massacred.
A German ship brought the survivors to Tangier.

The British Navy Estimates.

The House of Commons has adopted the Navy Estimates, rejecting a Radical motion for a reduction, by 263 to 86.

Result of the Gordon Cup.

- 1.—White Knight.
2.—Madame Sonbiec.
3.—Malwa.

The Poin to Paris Motor Race.

Prince Borghese has arrived at St. Petersburg.

Ja-pan in Korea.

The Japanese have disbanded the Korean army.

Four Koreans were killed and wounded in the riots which followed the disbandment.

A NEW WAY OF ENSURING LONG SERVICE.

COMPULSORY INSURANCE.

At a meeting of the Singapore Municipal Council on 26th ult., the President moved the following resolution:

That notice be given under the provisions of Rule 2 of the Rules of the Superannuation and Provident Fund for persons in the employment of the Commissioners that subject to the provisions of Rule 3 of the said Fund it shall be obligatory on all persons who may enter the service of the Commissioners after the 31st day of January 1908 to contribute to the said Fund 7½ per cent of their respective salaries in terms of Rule 6 of the said Fund.

In doing so he said that the matter had been discussed in Finance and General Purposes Committee and they had split on the matter. The fund had not been taken up by the Municipal servants in the way they might have expected, and the question arose as to making membership compulsory. Many advertisements nowadays made the joining of such a fund a point and heads of departments suffered very much from what he might call incontinent resignations, men came and went much as they liked and the departments through this suffered considerable loss in efficiency. There had been many complaints of this, and many employees appeared to use the service as a stepping stone to other things, and it was thought that if they had a stake in the Provident Fund they would not be so liable to leave without notice. The heads of departments, however, thought that making the entrance rate of a compulsory fund as low as 7½ would be hard on persons earning only this, and that they would not be able to spare that and support a wife and family as well, unless they had private means. It was proposed therefore that the entrance sum be \$35. The matter was one which had caused considerable discussion. There were at present 175 contributing members to the fund.

The monthly contributions totalled about \$1,800; there were 12 officers who did not contribute, of these 6 drew salaries of \$100 or over and 63 salaries between \$25 and \$35 and of these latter 22 were under age and in any case would not come in, the interest which accrued on the savings last year equalled 5.58 per cent. He thought that if they adopted this compulsory system it would mean they would get greater stability amongst their staff.

Mr. Ong Teck Lim objected and thought that the contribution should only be compulsory on those drawing 40 or over. The cost of living was very high here and if they made this contribution compulsory on very small salaries it would inflict considerable hardship. He moved that the contribution should only be compulsory on salaries of \$40 or over.

Mr. Bailey seconded the amendment saying that he did not think it fair to tax such small salaries simply because certain subordinates came and went at pleasure. They could quite well insist on keeping a month's salary or else get a security with their employees.

Mr. Coghlan supported the amendment and said that the people on this side of the bridge must take the same risks as they did on the other side. It seemed a hard condition to lay on some of the employees.

Dr. Robertson also supported and did not see why a man should not be allowed to improve his position by leaving the service simply because he happened to have some money tied up in the Municipality.

The President said that if members would only make themselves acquainted with the rules of the Fund they could not say foolish things about losing money or being unable to get it. In private employ a man had to give a month's notice or lose his pay. If he engaged in the Municipality and left after some time he received back all the money he had put into the Provident Fund plus the interest thereon, but minus the benefit received from the 7½ per cent, which the Municipality, that was the public, added to every 7½ put in by the servant. He did not think any employees would care to deposit a month's salary or give a guarantee.

Mr. Bailey remarked that when he used the word taxed he did so in the sense that in any particular month it might be extremely inconvenient for a very small salaryed man to pay his contribution it might in fact be a temporary tax on his resources and if so it would not help him to know that when he left he could draw out all he had put in.

The amendment was put and lost and the original motion declared carried.—Singapore Free Press.

CANTON DAY BY DAY.

HORSE RIDING PROHIBITED.

[From Our Own Correspondent.]

Canton, 2nd August.
The police authorities have issued a notification prohibiting horse riding in the streets of the city, as many serious accidents have occurred owing to narrowness of the streets in the city. Persons found horse riding through the streets will be arrested and be heavily fined. When Viceroy Shum was in office here, the last time, he also ordered the prohibition of horse riding in the public streets.

SHUM'S DEPARTURE AGAIN POSTPONED.
The secretary at the Acting Viceroy's yamen is in receipt of a telegram from Tantai Wen, secretary to H. E. Viceroy Shum, stating that although H. E. Shum's leave expired on the 30th ultimo, H. E. will remain in Shanghai for another month to recuperate his health, and will probably leave for the South about the 20th day of the 7th moon, and that he himself, together with four or five other officials, will leave Shanghai at an early date to attend to affairs at Canton.

RICE CROP.

This season's rice crop in the prefectures of Chaotchow and Kachingchow has turned out most unsatisfactory. The failure was brought about by the want of rain and the prevalence of a worm which destroys the crop to a large extent. On the average less than 40% of the crop will be harvested.

CHINESE ACTRESSES.

The Jessee of the Lok Shin Theatre, in the Western suburb, has applied to the Provincial Examiner, from whom the theatre is leased, for permission for a female theatrical company to perform, and the Provincial Examiner has refused the application on the ground that performance by females tends to lower the moral standard of the community.

A LAW COMMISSION.

The Acting Provincial Judge, Kung, has formed a commission in his yamen of all those students of law who have been educated abroad and of those who are well versed in the laws of the Chinese Empire, with the object of drawing up laws for the control of the Self-Government Bureaux which are proposed to be established throughout the province.

CANTON-HANKOW RAILWAY.

It has already been decided to hold the annual general meeting on the 1st day of the 7th moon for the election of a committee, auditors, inspectors, etc. for the Canton-Hankow Railway Company for the ensuing year; but the leading shareholders argued that this meeting should be postponed to a later date in order to enable shareholders abroad to come to take part in it. The Railway Company has now arranged a meeting for the 2nd instant to discuss the question.

HONGKONG LADY'S GENEROSITY.

A Chinese lady surnamed Lau residing in Hongkong has forwarded a cheque of 1,000 taels as her donation towards the fund of the Canton Central Anti-opium Association.

SALT COMMISSIONER.

The Canton Salt Commissioner designate, Ting Nai-yang, is reported to have left Nanking on the 30th ultimo for Canton and is expected to arrive here in a few days' time, to take over charge of office.

THE INCREASED COST OF LIVING.

Recent figures submitted by the Department of Commerce and Labour showing cost of living are based on the wholesale prices of 258 commodities which enter more or less directly into the daily use and consumption of the community. It appears that within the period covered by the report 1897 was the year of lowest prices and 1906 the year of highest prices. The cost of living in 1907 was 36.5 per cent higher on an average than it was in 1897, but it was only about 9 per cent higher than in 1899. From 1899 to 1907 there was a constant reduction of the average. Since that year there has been a steady increase.

It is of interest to note that while the average prices of all the articles of food included in the tabulation is materially higher in 1906 than it was ten years earlier it is practically the same as it was in 1890. The average prices of house-furnishing goods, although ranging lower during the intermediate years, were no higher in 1906 than in 1899. Drugs and chemicals were about 10 per cent cheaper last year than they were in 1899, but even physicians and apothecaries will admit that man cannot live on drugs alone in an effort to economize. Comparatively the lowest years of the term with 1906 the greatest increase appears in the items of metals and implements, and lumber and building materials.

The compilers of the report have taken the average prices for the ten years, 1890 to 1899 inclusive, as their basis, and they use 100 as the standard for comparisons. On that basis the average prices of lumber and building materials stood at 90.4 in 1897 and at 140.1 in 1906. Metals and implements stood at 86.4 in 1898 and at 135.2 in 1906. Farm products were 85.2 in 1897 and 123.6 in 1906. Food was 83.8 in 1906 and 112.6 in 1906. Cloths and clothing were 9.1 in 1897 and 120 in 1906. The list shows eleven articles which in 1906 were 100 per cent or more higher in price than the average for the ten years used as a standard. It shows an increase in the price of 189 articles included in the tabulation, and decrease in forty-one articles. Flour, sugar, tea and coffee are cheaper, while meat, fish, lard, bread butter, cereals, eggs and milk are dearer. Kerosene is dearer and candles are cheaper. A few lines of cotton goods have decreased, but most have increased. Barbed wire, putty, quinine and glass tumblers show lower prices, while steel rails, bricks, all kinds of lumber, opium, bed-room chairs and plug tobacco have gone up.

These pages of statistics are, immediately interesting to those who are interested in them, and they offer occupation for any number of hours. They do not, however, give the slightest help toward finding or making the dollar with which to meet the increase shown so clearly and with so much elaboration.—New York Sun.

DEATH OF MR. A. J. BOWDEN, CHIEF ENGINEER.

It is with regret that we have to chronicle the death of Mr. A. J. Bowden, chief engineer of the French steamer *Hanoi*—Capt. P. Merlees—belonging to the Compagnie des Navigation Tonkinoise, of which Mr. A. R. Marry is the local agent. The *Hanoi* arrived in port early this morning, and brought the sad news. It appears that just before the vessel left Haiphong, on the 31st ultimo, Mr. Bowden was feeling a little unwell, and consulted a doctor who prescribed for him. The ship left at 2.30 p.m. with the chief at his post as usual, but at 4.30, when the vessel had just crossed the bar, and the pilot boarded off, Mr. Bowden grew suddenly very ill and expired almost immediately. Under the circumstances, Capt. Merlees had to consign the corpse of his comrade to the sea and the ceremony took place the following morning with all due solemnity and decorum. Mr. Bowden was one of the oldest servants of the company, having joined it some eight years ago, first as second engineer of the steamer *Hue* in which he was promoted to chief engineer. He was subsequently transferred to the steamer *Hanoi* under Capt. P. Merlees by whom he was much liked as well as by his brother officers.

CHARGEURS REUNIS.

ROUND THE WORLD PASSENGER TRADE.

A round-the-world passenger service is to be inaugurated by the Chargeurs Reunis, the big French steamship company. Seattle will be the western terminus of the line, says the local *Post and Intelligence*. Four steamships, each of more than 10,000 net tons, are building for the run, and will be in commission before another six months have passed. The new steamships will be the *Malta*, *Ceylan*, *Ouessant* and *Corse*. Word regarding the new steamships was received by Cook & Co., local representatives of the line, from Paris on 27th June.

According to the description furnished by the company, the boats will be among the most modern freight and passenger steamships in the world. It will be the purpose to build up a passenger trade between Seattle, San Francisco and the ports of Central and South America. At the present time there are no passenger steamships running from Seattle to points in Central and South America. Formerly it has been impossible to secure a passage around the world on any one steamship. This gives Seattle the distinction of having the longest passenger service in the world.

Two of the new steamships are building in England and two in France. The English boats are building by Swan, Hunter & Wigham and Richardson & Co., of Wallsend, near Newcastle-on-Tyne. The two French ships are being built by La Societe des Ateliers et Chantiers de la Loire, at St. Nazaire.

The two English built boats will be named *Malta* and *Ceylan*, respectively; the two French ones *Ouessant* and *Corse*. They will be sister ships and their principal dimensions are:

Length, 146 meters; breadth, 17 meters; depth, 11 meters 80 centimeters; maximum draught, 8 meters 35 centimeters.

The size of these four boats will be about the same as the steamship *Cyclops* of the Ocean Steamship Company, which comes often to Seattle. The *Cyclops* measures: Length, 483 feet (148 meters); breadth 58 feet 2 inches (17 meters 75 centimeters); depth of hold, 39 feet 5 inches (12 meters).

The new boats are built on the three-deck rule under the supervision of bureau veritas, to get highest class at this register.

The cubical capacity of holds will be about 12,000 cubic meters (420,000 cubic feet).

The holds and spar decks are fitted with all improvements and appliances for facilitating the rapid loading and discharging of cargoes. The ten hatches, of which four are of unusual size, are fitted with eighteen steam winches of great lifting power (twenty-one derricks, one of forty tons, four of ten tons and the others of six tons).

The machinery, which is constructed by the builders, consists of two sets of triple-expansion engines, each of them working a four-bladed propeller. The two engines will give 6,800 horse power for a mean speed of fourteen knots on trial trip with 9,000 tons dead weight on board, but the company has decided to limit the power at sea, in service, to 5,000 horse power, driving the boat at the speed of twelve and one-half knots on the average during the round the world trip.

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There will be a large dining room with polished hardwood and a drawing room in polished hardwood and a drawing room or social hall very nicely fitted, with pianoforte, library and writing tables. The boats will be lighted by electricity throughout and have powerful refrigerating machinery.

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ALLEGED KIDNAPPING.

"LITTLE WORK AND HIGH WAGES AT SINGAPORE."

Chan Ng, a married woman, living at 14, Sutherland Street, Hongkong, appeared before Mr. F. A. Hazland, this morning, at the Police Court, on an indictment charging her with kidnapping one Tsai Ho, a married woman from Kowloon City, on the 30th ultimo.

Mr. E. P. H. Lang, of Messrs. Deacon, Looker and Deacon, appeared for the defendant, who pleaded not guilty.

According to information gathered by our representative it appears that on Tuesday last the complainant was walking along the road, carrying a load of pig-wash, when the defendant stopped her.

"Why do you work so hard in Hongkong?" the defendant asked.

The complainant offered no answer.

"Come with me to Singapore," defendant pursued, "and I'll get you employment where there is very little work and very high wages."

Complainant was pleased with the offer and, after thanking her alleged benefactress, agreed to go with her. She was brought over to Hongkong and placed in a boarding-house, and a day or two later was transferred to Macao and that was as far as she got on her journey to Singapore.

In the meantime the mother of the complainant had informed the police of her daughter's disappearance, and inquiries were instantly set on foot. Learning this, the defendant got very much alarmed and without hesitation, it was alleged, despatched her kidnapped victim back to Hongkong, she following later, when she was promptly arrested, by Detective Sergeant Grant.

The case was adjourned for one week, the accused being allowed out on bail of \$50.

JAPANESE COTTON INDUSTRY.

A WARNING TO BOMBAY.

Persistent efforts are being made by Japanese merchants, with the aid of the Government to capture the cotton markets of China, and, with this object in view, the Japanese mills have during the last six months, increased the number of their spindles. Evidence is not wanting that the Japanese Government is looking with favour upon, and lending financial assistance to, the development of the cotton industry. Japan has many things in her favour in this struggle for the Chinese cotton market. She has abundance of cheap concentrated labour, she understands the wants of the Chinese people, and it is in a better position geographically to meet the demand than any other country. China is producing large quantities of cotton, but the quality is not good, and has to be mixed with either American or Indian cotton to produce good fabrics. Japan uses large quantities of Chinese cotton in the manufacture of textiles and will no doubt seek control of the supply. She is even now, it is said, growing cotton of her own, in order to make herself independent of the foreign supply. From reliable statistics for the half year ending 30th June, 1906, it is shown that cotton mills of Japan use 209,574,662 lbs. of raw cotton. Of this amount India supplied the greatest quantity, 75,671,683 lbs., China 67,996,653 lbs. and America 58,541,89 lbs. With these exceptions all the mills in Japan used American cotton. Five mills did not use Indian cotton at all, and five did without any of the Chinese product. The total number of spindles in operation last July amounted to 3,321,230 spindles, and the cotton consumed during that month amounted to 3,584,125 lbs. Nearly every mill increased its spindles, and enlarged its capital stock, and every mill showed a satisfactory financial condition. There has been under consideration the question of building a cotton mill in Dalay. The cost of living there is double of what it is in Japan, and there is a scarcity of labour. Bombay mill owners will please note the facts, for there is certain to be another crisis in the trade when Japan has fully captured China, both for the raw cotton and the finished product.—*Journal of the Society of Arts*.

PRINCE BORGHESE.

It appears probable that Prince Borghese will complete his Peking-Paris automobile ride, and that he will be the first to do so. Accordingly it may be expected that he will be lionized in the French capital, to say nothing of the reception he will get in his own.

At first the news that Don Scipione Borghese intended to compete in this race was received with a great deal of surprise as Italians as a rule limit their journeyings to a yearly visit to Paris or Monte Carlo. Indeed it is rather unusual that an Italian nobleman should leave his native land and material comforts to enter a contest for mere sport.

Prince Borghese is passionately fond of motoring. Not satisfied with superficial knowledge of mechanics, he qualified himself as a master chauffeur. It was early in 1899, when motoring was far from popular, and one might say in its infancy, that he undertook a trip to Hungary, which was so successful and full of adventure that it encouraged him to explore unknown fields. A year later, together with his wife, Donna Anna Marie, the French naturalist, Prof. Brochere, and the Swiss guide Zurbigen, he motored from Beirut through Syria, Mesopotamia, Persia and the Transcaucasian district to Fergana, where by roads unknown to European travellers he reached the Lake of Jask Kuli. Here the party explored the valley of the Hien Sclan, visiting the source of the Jaxart. The party next journeyed to Lake Balkhal, which they crossed in company with some Russian troops bound to China. Passing through Manchuria they reached Vladivostok, after having crossed Asia in a journey of eleven months. It is any wonder that Don Scipione Borghese considers the race from Peking to Paris as a diversion, queries the *China Times*.

To-day's Advertisements.

THE Management of the HONGKONG HOTEL tender their SINCERE THANKS to the Gentlemen who so kindly rendered assistance in connection with the work of rescue on THURSDAY, 1st.

Hongkong, 3rd August 1907. [718]

FOR VLADIVOSTOCK.

THE Steamship

"VINE BRANCH,"

will be despatched as above on or about 10th September.

For Freight and further Particulars, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 3rd August, 1907. [717]

THE SANITARY BOARD.

THE GOVERNMENT CUBICLE ACCOMMODATION.

At the meeting of the Sanitary Board which takes place on Tuesday next, at 4.15 p.m., correspondence will be submitted with reference to the question of cubicle accommodation. There is a reply to be read from the Government relative to the Board's recommendation on the subject. Correspondence has also passed on the subject of the two proposed additional Standing Orders of the Board. The major part of the business seems to be of the usual formal character.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 2nd inst.:

The market has been dull during the week, no doubt partly due to the steady rise in exchange.

Banks.—Hongkong and Shanghai Banks have experienced a slight decline during the past week, and the old shares, ex new issue, have sellers at \$680. The new shares are easier at \$500. The London quotation for the old shares ex new issue has advanced to £81. National are without business at \$51.

Marine Insurances.—Cantons are quiet at \$270. North China has a further buyers at Tls. 75. There are sellers of Unions at \$775. Yangtzes are steady at \$180.

Fire Insurances.—China Fires remain unaltered at \$88, while Hongkong Fires are procurable at \$320.

Shipping.—China and Manilla and Douglas are without business, and the quotations are unchanged. Hongkong, Canton and Macao Steamboats are still on offer at \$205. Star Ferries old and new are quoted at \$25 and \$14 respectively. From private telegraphic advices from London, Shell Transports are quoted sellers at 46½.

Refineries.—China Sugars have changed hands at \$100. Perak Sugars can be had at Tls. 80.

Mining.—Chinese Engineerings have sellers at Tls. 15.70. Raubs are firmer and buyers prevail at \$5, after sales at the rate.

Docks, Wharves and Godowns.—Geo. Fenwick's are quiet at \$17½. Kowloon Wharfs can be secured at \$7½ ex the interim dividend of \$2 per share paid on the 31st July. Whampoa Docks are firmer and buyers predominate at \$300. Sales have been effected at this rate. Shanghai Docks have buyers in the North at Tls. 72 ex the dividend of Tls. 3 paid on the 30th July. Hongkong Wharfs have receded to Tls. 227, at which rate there are sellers.

Land, Hotels and Buildings.—Hongkong Hotels have dropped to \$110 after the collapse of the building which occurred yesterday. Hongkong Lands have weakened to \$9½ and a small lot has been fixed at the price. There are inquiries for Umphreys Estates at \$10½. Sites have taken place of Shanghai Lands at Tls. 100. West Points are quoted at \$48 ex the interim dividend of \$2 paid on the 29th July.

Cotton Mills.—Ewos have depreciated to Tls. 64, and there are sellers at this rate. There is no business to record in other Cotton Mills and rates have not altered.

Miscellaneous.—China Borneos are inquired for at \$9½ and China Light and Powers at \$5. China Providents have sellers at \$8.90. Dairy Farms are wanted at \$5 and Hongkong Ropes at \$22½. Green Island Cements have been dealt in to a fair extent at \$10½ and there are further buyers. Hongkong Ice is quiet at \$14½ ex the interim dividend of \$4 per share paid to-day. Union Waterboats are easier at \$12½. Watsons can be sold at \$17. In the North, Langkats are offering at the reduced rate of Tls. 105, and Sumatras have again been sold at Tls. 120. United Asbestos are inquired for at \$10½.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3
Do. demand 2/3 1/16
Do. 4 months' sight 2/3 1/2
France—Bank T.T. 2/3 1/2
America—Bank T.T. 2/3 1/2
Germany—Bank T.T. 2/3 1/2
India T.T. 2/3 1/2
Do. demand 168 1/2
Shanghai—Bank T.T. 2/3 1/2
Singapore T.T. 4 1/2 prem
Japan—Bank T.T. 110
Sava—Bank T.T. 135 1/2

Buying.

1 month's sight 1/10 2/3 9/16
6 months' sight 1/10 2/3 1/16
10 days' sight San Francisco & New York 2/3 1/16
1 month's sight do. 2/3 1/16
10 days' sight Sydney and Melbourne 2/3 1/16
4 months' sight France 2/3 1/16
6 months' sight do. 2/3 1/16
1 month's sight Germany 2/3 1/16
Bar Silver 37 1/2
Bank of England rate 4 1/2
Bank of France 31 1/2
Sovereign 55 1/2

Intimations

THE

ROBINSON PIANO

CO., LD.

TALKING
MACHINES
AND
RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC.

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [53]

THE

LEADING COGNAC

IS

J. & F. MARTELL'S.



* per dozen \$25.00

* 28.00

V.S.O.P. 40.00

V.V.S.O.P. 90.00

SOLE AGENTS:

H. PRICE & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th July, 1907. [54]

Telegrams.

[Reuter's.]

More Trouble in Morocco.

London, 1st August.
News from Tangier says that three tribes have raided Casablanca, resorting to the construction of the harbour works and tramways. It is stated that five Frenchmen, two Italians, and one Spaniard have been killed and a number of workmen massacred.
A German ship brought the survivors to Tangier.

The British Navy Estimates.

The House of Commons has adopted the Navy Estimates, rejecting a Radical motion for a reduction, by 263 to 86.

Result of the Gordon Cup.

- 1.—White Knight.
- 2.—Madame Sonbise.
- 3.—Malwa.

The Pohn to Paris Motor Race.

Prince Borghese has arrived at St. Petersburg.

Japan in Korea.

The Japanese have disbanded the Korean army.
Four Koreans were killed and wounded in the riots which followed the disbandment.

A NEW WAY OF ENSURING LOAN SERVICE.

COMPULSORY INSURANCE.

At a meeting of the Singapore Municipal Council on 26th ult., the President moved the following resolution:

That notice be given under the provisions of Rule 2 of the Rules of the Superannuation and Provident Fund for persons in the employment of the Commissioners that subject to the provisions of Rule 3 of the said Fund it shall be obligatory on all persons who may enter the service of the Commissioners after the 31st day of January 1908 to contribute to the said Fund 7½ per cent of their respective salaries in terms of Rule 6 of the said Fund.

In doing so he said that the matter had been discussed in Finance and General Purposes Committee and they had split on the matter. The fund had not been taken up by the Municipal servants in the way they might have expected, and the question arose as to making membership compulsory. Many advertisements nowadays made the joining of such a fund a point and heads of departments suffered very much from what he might call incontinent resignations, men came and went much as they liked and the departments through this suffered considerable loss in efficiency. There had been many complaints of this, and many employees appeared to use the service as a stepping stone to other things, and it was thought that if they had a stake in the Provident Fund they would not be so liable to leave without notice. The heads of departments, however, thought that making the entrance rate of a compulsory fund as low as 7½ would be hard on persons earning only this, and that they would not be able to spare that and support a wife and family as well, unless they had private means. It was proposed therefore that the entrance sum be \$35. The matter was one which had caused considerable discussion. There were at present 125 contributing members to the fund.

The monthly contributions totalled about \$1,800; there were 120 officers who did not contribute, of these 60 drew salaries of \$10 or over and 60 salaries between \$25 and \$35 and of these latter 22 were under age and in any case would not come in, the interest which accrued on the savings last year equalled 5½ per cent. He thought that if they adopted this compulsory system it would mean they would get greater stability amongst their staff.

Mr. Ong Teck Lim objected and thought that the contribution should only be compulsory on those drawing 4½ or over. The cost of living was very high here and if they made this contribution compulsory on very small salaries it would inflict considerable hardship. He moved that the contribution should only be compulsory on salaries of \$40 or over.

Mr. Bailey seconded the amendment saying that he did not think it fair to tax such small salaries simply because certain subordinate came and went at pleasure. They could quite well insist on keeping a month's salary or else get a security with their employers.

Mr. Coghlan supported the amendment and said that the people on this side of the bridge must take the same risks as they did on the other side. It seemed a hard condition to lay on some of the employees.

Dr. Robertson also supported and did not see why a man should not be allowed to improve his position by leaving the service simply because he happened to have some money tied up in the Municipality.

The President said that if members would only make themselves acquainted with the rules of the Fund they could not say foolish things about losing money or being unable to get it. In private employ a man had to give a month's notice or lose his pay. If he engaged in the Municipality and left after some time he received back all the money he had put into the Provident Fund plus the interest thereon, but minus the benefit received from the 7½ per cent which the Municipality, that was the public, added to every 7½ put in by the servant. He did not think any employees would care to deposit a month's salary or give a guarantee.

Mr. Bailey remarked that when he used the word (taxed) he did so in the sense that in any particular month it might be extremely inconvenient for a very small salaried man to pay his contribution; it might in fact be a temporary tax on his resources and if so it would not help him to know that when he left he could draw out all he had put in.

The amendment was put and lost and the original motion declared carried.—Singapore Free Press.

CANTON DAY BY DAY.

HORSE RIDING PROHIBITED.

[From Our Own Correspondent.]

Canton, 2nd August.
The police authorities have issued a notification prohibiting horse riding in the streets of the city, as many serious accidents have occurred owing to narrowness of the streets in the city. Persons found horse riding through the streets will be arrested and be heavily fined. When Viceroy Shum was in office here, the last time, he also ordered the prohibition of horse riding in the public streets.

SHUM'S DEPARTURE AGAIN POSTPONED.
The secretary at the Acting Viceroy's yamen is in receipt of a telegram from Taitai Weng, secretary to H. E. Viceroy Shum, stating that although H. E. Shum's leave expired on the 30th ultimo, H. E. will remain in Shanghai for another month to recuperate his health, and will probably leave for the South about the 20th day of the 7th moon, and that he, himself, together with four or five other officials, will leave Shanghai at an early date to attend to affairs at Canton.

RICE CROP.

This season's rice crop in the prefectures of Chauchow and Kiatingchow has turned out most unsatisfactorily. The failure was brought about by the want of rain and the prevalence of a worm which destroys the crop to a large extent. On the average less than 40% of the crop will be harvested.

CHINESE ACTRESSSES.

The lessee of the Lok Shin Theatre, in the Western suburb, has applied to the Provincial Examiner, from whom the theatre is leased, for permission for a female theatrical company to perform; and the Provincial Examiner has refused the application on the ground that performance by females tends to lower the moral standard of the community.

A LAW COMMISSION.

The Acting Provincial Judge, Kung, has formed a commission in his yamen of all those students of law who have been educated abroad and of those who are well versed in the laws of the Chinese Empire, with the object of drawing up laws for the control of the Self-Government Bureaux which are proposed to be established throughout the province.

CANTON-HANKOW RAILWAY.

It has already been decided to hold the annual general meeting on the 1st day of the 7th moon for the election of a committee, auditors, inspectors, etc. for the Canton-Hankow Railway Company for the ensuing year; but the leading shareholders argued that this meeting should be postponed to a later date in order to enable shareholders abroad to come to take part in it. The Railway Company has now arranged a meeting for the 2nd instant to discuss the question.

HONGKONG LADY'S GENEROSITY.

A Chinese lady named Lau residing in Hongkong has forwarded a cheque of 1,000 taels as her donation towards the fund of the Canton-Canton Anti-opium Association.

SALT COMMISSIONER.

The Canton-Salt Commissioner designate, Ting Nai-yang, is reported to have left Nanning on the 30th ultimo for Canton and is expected to arrive here in a few days' time, to take over charge of office.

THE INCREASED COST OF LIVING.

Recent figures submitted by the Department of Commerce and Labour showing cost of living are based on the wholesale prices of 258 commodities which enter more or less directly into the daily use and consumption of the community.

It appears that within the period covered by the report 1897 was the year of lowest prices and 1906 the year of highest prices. The cost of living in 1905 was 36½ per cent higher on an average than it was in 1897, but it was only about 9 per cent higher than in 1890. From 1890 to 1897 there was a constant reduction of the average. Since that year there has been a steady increase.

It is of interest to note that while the average prices of all the articles of food included in the tabulation is materially higher in 1906 than it was ten years earlier it is practically the same as it was in 1890. The average prices of house furnishing goods, although ranging lower during the intermediate years, were no higher in 1906 than in 1890. Drugs and chemicals were about 10 per cent cheaper last year than they were in 1890, but even physicians and apothecaries will admit that man cannot live on drugs alone in an effort to economize. Comparing the lowest years of the term with 1906 the greatest increase appears in the items of metals and implements, and lumber and building materials.

The compilers of the report have taken the average prices for the ten years, 1890 to 1899 inclusive, as their basis, and they use 100 as the standard for comparisons. On that basis the average prices of lumber and building materials stood at 90.4 in 1897 and at 140.1 in 1906. Metals and implements stood at 86.4 in 1897 and at 135.2 in 1906. Farm products were 81.2 in 1897 and 123.6 in 1906. Food was 83.8 in 1896 and 112.6 in 1906. Clothing and other goods 91.1 in 1897 and 120 in 1906. The list shows eleven articles which in 1906 were 102 per cent or more higher in price than the average for the ten years used as a standard. It shows increase in the price of 189 articles included in the tabulation, and decrease in forty-one articles. Flour, sugar, tea and coffee are cheaper, while meat, fish, lard, bread, butter, cheese, eggs and milk are dearer. Kerosene is dearer and candles are cheaper. A few lines of cotton goods have decreased, but most have increased. Barbed wire, putty, quinine and glass tumblers show lower prices, while steel nails, bricks, all kinds of lumber, opium, bed-room chairs and plug tobacco have gone up.

These pages of statistics are immensely interesting to those who are interested in them, and they offer occupation for any number of hours. They do not, however, give the slightest help towards finding or making the dollars with which to meet the increase shown so clearly and with so much elaboration.—New York Sun.

DEATH OF MR. A. J. BOWDEN, CHIEF ENGINEER.

It is with regret that we have to chronicle the death of Mr. A. J. Bowden, chief engineer of the French steamer *Hanoi*—Capt. P. Merlees—belonging to the Compagnie de Navigation Tonkinoise, of which Mr. A. R. Marly is the local agent. The *Hanoi* arrived in port early this morning, and brought the sad news. It appears that just before the vessel left Haiphong, on the 31st ultimo, Mr. Bowden was feeling a little unwell, and consulted a doctor who prescribed for him. The ship left at 2:30 p.m. with the chief at his post as usual, but at 4:30, when the vessel had just crossed the bar, and the pilot boarded off, Mr. Bowden grew suddenly very ill and expired almost immediately. Under the circumstances, Capt. Merlees had to consign the corpse of his comrade to the sea and the ceremony took place the following morning with all due solemnity and decorum. Mr. Bowden was one of the oldest servants of the company, having joined it some eight years ago, first as second engineer of the steamer *Hue* in which he was promoted to chief engineer. He was subsequently transferred to the steamer *Hanoi* under Capt. P. Merlees by whom he was much liked as well as by his brother officers.

CHARGEURS REUNIS.

ROUND THE WORLD PASSENGER TRADE.

A round-the-world passenger service is to be inaugurated by the Chargeurs Reunis, the big French steamship company. Seattle will be the western terminus of the line, says the local *Post and Intelligence*. Four steamships, each of more than 10,000 net tons, are building for the run, and will be in commission before another six months have passed. The new steamships will be the *Malta*, *Ceylan*, *Ouessant* and *Corse*. Word regarding the new steamships was received by Cook & Co., local representatives of the line, from Paris, on 27th June.

According to the description furnished by the company, the boats will be among the most modern freight and passenger steamships in the world. "It will be the purpose to build up a passenger trade between Seattle, San Francisco and the ports of Central and South America. At the present time there are no passenger steamships running from Seattle to points in Central and South America. Formerly it has been impossible to secure a passage around the world on any one steamship. This gives Seattle the distinction of having the longest passenger service in the world.

Two of the new steamships are building in England and two in France. The English boats are building by Swan, Hunter & Wigham and Richardson & Co., of Wallsend, near Newcastle on Tyne. The two French ships are being built by La Societe des Ateliers et Chantiers de la Loire, at St. Nazaire.

The two English built boats will be named *Malta* and *Ceylan*, respectively; the two French ones *Ouessant* and *Corse*. They will be sister ships and their principal dimensions are:

Length, 146 meters; breadth, 17 meters; depth, 11 meters 80 centimeters; maximum draught, 8 meters 35 centimeters.

The size of these four boats will be about the same as the steamship *Cyclips* of the Ocean Steamship Company, which comes often to Seattle. The *Cyclips* measures: Length, 482 feet (147 meters); breadth 58 feet 2 inches (17 meters 75 centimeters); depth of hold, 39 feet 5 inches (12 meters).

The new boats are built on the three-deck rule under the supervision of bureau veritas, to get highest class at this register.

The cubic capacity of holds will be about 12,000 cubic meters (420,000 cubic feet).

The holds and spar decks are fitted with all improvements and appliances for facilitating the rapid loading and discharging of cargoes. The ten hatches, of which four are of unusual size, are fitted with eighteen steam winches of great lifting power (twenty-one derricks, one of forty tons; four of ten tons and the others of six tons).

The machinery, which is constructed by the builders, consists of two sets of triple-expansion engines, each of them working a four-bladed propeller. The two engines will give 6,800 horse power. For a mean speed of fourteen knots on trial trip with 9,000 tons dead weight on board, but the company has decided to limit the power at sea to service, to 5,000 horse power, driving the boat at the speed of twelve and one-half knots on the average during the round the world trip.

Special attention is being paid to the accommodations for first-class passengers, all the rooms being very large, airy and well ventilated. Accommodation is provided in staterooms inside the bridge, on houses on the bridge deck and on a promenade deck, situated over it. The first-class quarters will be provided on three decks, in the centre of the ship, a system which is employed on the fast German steamers. The first-class cabins will be divided as follows: Sixteen staterooms, with two berths each; twenty-five cabins with a single berth (brass bedsteads), making altogether fifty-seven berths. This number, could be, in case of need, increased to seventy-five by using the sofa berths placed in the staterooms.

There will be a large dining room with polished hardwood and a drawing room or polished hardwood and a drawing room or social hall very nicely fitted, with pianoforte, library and writing tables. The boats will be lighted by electricity throughout and have powerful refrigerating machinery.

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ALLEGED KIDNAPING.

"LITTLE WORK AND HIGH WAGES AT SINGAPORE."

Chai Ng, a married woman, living at 14, Sutherland Street, Hongkong, appeared before Mr. F. A. Hazeland, this morning, at the Police Court, on an indictment charging her with kidnapping one Tsai Ho, a married woman from Kowloon City, on the 30th ultimo.

Mr. E. P. H. Lang, of Messrs. Deacon, Looker and Deacon, appeared for the defendant, who pleaded not guilty.

According to information gathered by our representative it appears that on Tuesday last the complainant was walking along the road, carrying a load of pig-wash, when the defendant stopped her.

"Why do you work so hard in Hongkong?" the defendant asked.

The complainant offered no answer.

"Come with me to Singapore," defendant pursued, "and I'll get you employment where there is very little work and very high wages."

Complainant was pleased with the offer and, after thanking her alleged benefactress, agreed to go with her. She was brought over to Hongkong and placed in a boarding-house, and a day or two later was transferred to Macao and that was as far as she got on her journey to Singapore.

In the meantime the mother of the complainant had informed the police of her daughter's disappearance, and inquiries were instantly set on foot. Learning this, the defendant got very much alarmed and without hesitation, it was alleged, despatched her kidnapped victim back to Hongkong, the following later, when she was promptly arrested, by Detective Sergeant Grant.

The case was adjourned for one week, the accused being allowed out on bail of \$250.

JAPANESE COTTON INDUSTRY.

A WARNING TO HONKAY.

Persistent efforts are being made by Japanese merchants, with the aid of the Government to capture the cotton markets of China, and with this object in view, the Japanese mills have during the last six months, increased the number of their spindles. Evidence is not wanting that the Japanese Government is looking with favour upon, and lending financial assistance to, the development of the cotton industry. Japan has many things in her favour in this struggle for the Chinese cotton market.

She has abundance of cheap concentrated labour, she understands the wants of the Chinese people, and is in a better position geographically to meet the demand than any other country. China is producing large quantities of cotton, but the quality is not good, and has to be mixed with either American or Indian cotton to produce good fabrics. Japan uses large quantities of Chinese cotton in the manufacture of textiles and will no doubt seek control of the supply. She is even now, it is said, growing cotton of her own, in order to make herself independent of the foreign supply.

From reliable statistics for the half year ending 30th June, 1906, it is shown that cotton mills of Japan use 209,574,662 lbs. of raw cotton. Of this amount India supplied the greatest quantity, 75,673,583 lbs., China 67,996,653 lbs. and America 58,541,589 lbs. With three exceptions all the mills in Japan used American cotton. Five mills did not use Indian cotton at all, and five did without any of the Chinese product. The total number of spindles in operation last July amounted to 1,371,730 spindles, and the cotton consumed during that month amounted to 3,584,125 lbs. Nearly every mill increased its spindles, and enlarged its capital stock, and every mill showed a satisfactory financial condition. There has been under consideration the question of building a cotton mill in Dalny. The cost of living there is double of what it is in Japan, and there is a scarcity of labour. Bombay mill owners will please note the facts, for there is certain to be another crisis in the trade when Japan has fully captured China, both for the raw cotton and the finished product.—*Journal of the Society of Arts*.

PRINCE BORGHESE.

It appears probable that Prince Borghese will complete his Peking-Paris automobile ride, and that he will be the first to do so. Accordingly, it may be expected that he will be lionised in the French capital, to say nothing of the reception he will get in his own.

At first the news that Don Scipione Borghese intended to complete in this race was received with a great deal of surprise as Italians as a rule limit their journeyings to a yearly visit to Paris or Monte Carlo. Indeed it is rather unusual that an Italian nobleman should leave his native home and material comforts to enter a contest for mere sport.

Prince Borghese is passionately fond of motoring. Not satisfied with superficial knowledge of mechanics, he qualified himself as a master chauffeur. It was early in 1899, when motoring was far from popular, and one might say in its infancy, that he undertook a trip to Hungary, which was so successful and full of adventure that it encouraged him to explore unknown fields. A year later, together with his wife, Donna Anna Marie, the French naturalist, Prof. Brochere, and the Swiss guide Zurbriggen, he motored from Beirut through Syria, Mesopotamia, Persia and the Transcaspian district to Ferghana, where by roads unknown to European travellers he reached the Lake of Jask Kool. Here the party explored the valley of the Hien Sclao, visiting the source of the Jaxart. The party next journeyed to Lake Balkhal, which they crossed in company with some Russian troops bound to China. Passing through Manchuria they reached Vladivostok, after having crossed Asia in a journey of eleven months. Is it any wonder that Don Scipione Borghese considers the race from Peking to Paris as a diversion, queries the *China Times*.

To-day's Advertisements.

THE Management of the HONGKONG HOTEL tender their SINCERE THANKS to the Gentlemen who so kindly rendered assistance in connection with the work of rescue on THURSDAY last.
Hongkong, 3rd August, 1907. [718]

FOR VLADIVOSTOCK.

THE Steamship
"VINE BRANCH,"
will be despatched as above on or about 10th September.
For Freight and further Particulars, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 3rd August, 1907. [717]

THE SANITARY BOARD.

THE GOVERNMENT CUBICLE ACCOMMODATION.

At the meeting of the Sanitary Board which takes place on Tuesday next, at 4.15 p.m., correspondence will be submitted with reference to the question of cubicle accommodation. There is a reply to be read from the Government relative to the Board's recommendation on the subject. Correspondence has also passed on the subject of the two proposed additional Standing Orders of the Board. The major part of the business seems to be of the usual formal character.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 2nd inst.:

The market has been dull during the week, no doubt partly due to the steady rise in exchange.

Banks.—Hongkong and Shanghai Banks have experienced a slight decline during the past week, and the old shares, ex new issue, have sellers at \$680. The new shares are easier at \$720. The London quotation for the old shares ex new issue has advanced to £81. Nationals are without business at \$51.

Marine Insurance.—Canton is quiet at \$270. North Chinas have further buyers at Tls. 75. There are sellers of Unions at \$775. Yangtze are steady at \$180.

Fire Insurance.—China Fires remain unaltered at \$88, while Hongkong Fires are procurable at \$320.

Shipping.—China and Manilla and Douglas are without business, and the quotations are unchanged. Hongkong, Canton and Macao Steamboats are still on offer at \$102. Star Ferries old and new are quoted at \$25 and \$14 respectively. From private telegraphic advices from London, Shell Transport are quoted sellers at 46½.

Refineries.—China Sugars have changed hands at \$100. Peink Sugars can be had at Tls. 89.

Mining.—Chinese Engineerings have sellers at Tls. 15.70. Mines are firmer and buyers prevail at \$5, after sales at the rate.

Docks, Wharves and Godowns.—Geo. Fenwick is quiet at \$17½. Kowloon Wharfs can be secured at \$7½ ex interim dividend of \$2 per share paid on the 31st July. Whampoa Docks are firmer and buyers predominate at \$00. Sales have been effected at this rate Shanghai Docks have buyers in the North at Tls. 72 ex the dividend of Tls. 3, paid on the 30th July. Hongkong Wharfs have receded to Tls. 127, at which rate there are sellers.

Land, Hotels and Buildings.—Hongkong Hotels have dropped to \$110 after the collapse of the building which occurred yesterday. Hongkong lands have weakened to \$9½ and a small lot has been fixed at the price. There are inquiries for Humphreys Estates at \$10½. Sales have taken place of Shanghai Lands at Tls. 102. West Points are quoted at \$48 ex the interim dividend of \$2 paid on the 29th July.

Cotton Mills.—Ewos have depreciated to Tls. 64, and there are sellers at this rate. There is no business to record in other Cotton Mills and rates have not altered.

Miscellaneous.—China Borneos are inquired for at \$9½, and China Light and Powers at \$5. China Providents have sellers at \$8.00. Dairy Farms are wanted at \$15 and Hongkong Ropes at \$22½. Green Island Cements have been dealt in to a fair extent at \$10½ and there are further buyers. Hongkong Icos are quiet at \$24½ ex the interim dividend of \$4 per share paid to-day. Union Waterworks are easier at \$12½. Watsons can be sold at \$11. In the North, Langkats are offering at the reduced rate of Tls. 205, and Sumatras have again been sold at Tls. 120. United Asbestos are inquired for at \$10½.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/3
Do. demand	2/3 1/16
Do. 4 months' sight	2/3
France—Bank T.T.	2/8 1/2
America—Bank T.T.	54 1/2
Germany—Bank T.T.	2.20
India T.T.	168 1/2
Do. demand	168 1/2
Shanghai—Bank T.T.	73
Singapore T.T.	4 1/2 prem
Japan—Bank T.T.	110
Yokohama—Bank T.T.	135 1/2

Buying.

4 months' sight I.C.	2/3 9/16
4 months' sight I.C.	2/3 1/16
30 days' sight San Francisco & New York	55 1/2
4 months' sight	50 1/2
30 days' sight Sydney and Melbourne	2.3 1/16
4 months' sight France	2.8 1/2
6 months' sight	2.90
4 months' sight Germany	2.3 1/2
Bar Silver	39 1/2
Bank of England rate	4 1/2
Bank of France	31 1/2
Severeign	25 1/2

Intimations

THE

ROBINSON PIANO

CO., LD.

TALKING

MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC.

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [32]

IS

J. & F. MARTELL'S.



per dozen \$25.00

28.00

V.S.O.P. 40.00

V.V.S.O.P. 90.00

SOLE AGENTS:

H. PRICE & Co., Ltd.,

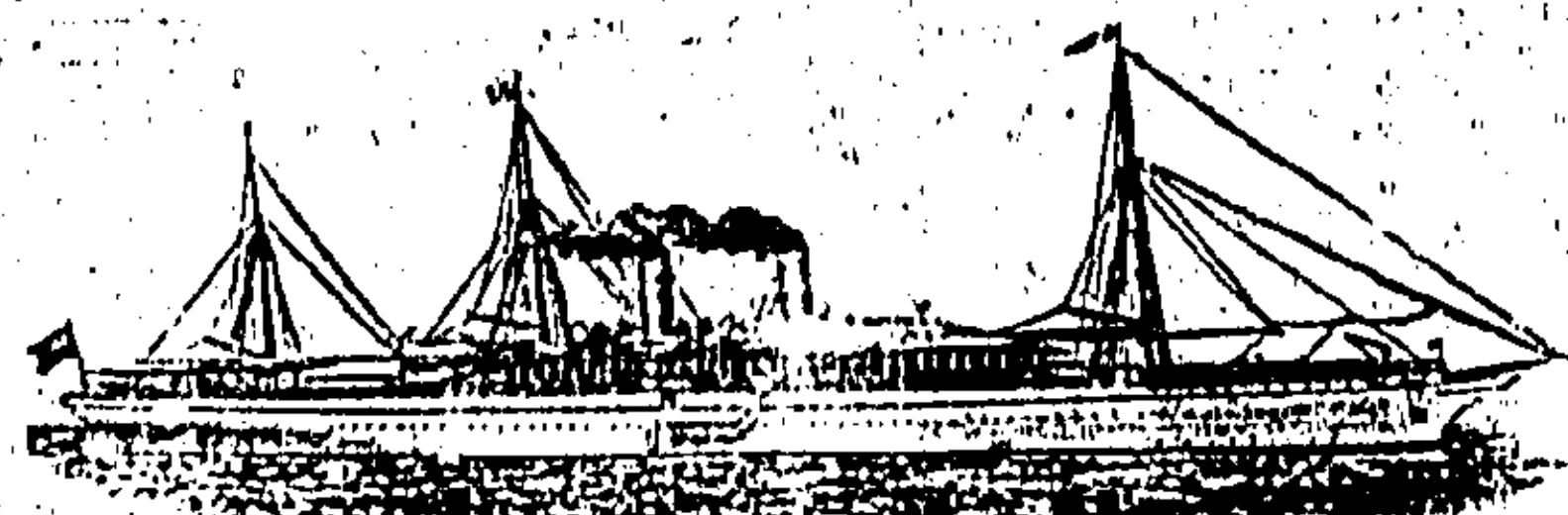
WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th July, 1907. [14]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave HONGKONG	Arrive VANCOUVER
"MONTEAGLE"	6,163	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPRESS OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPRESS OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th
"ATHENIAN"	3,882	WEDNESDAY, Oct. 9th	Nov. 2nd
"EMPRESS OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 60s. Via New York 62s.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways 44s. 42s.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 1st August, 1907. D. W. CRADDOCK, General Traffic Agent for China, Corner Piddar Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SAMARANG and SOURABAYA	ONSANG	MONDAY, 5th Aug., Noon.
TIENTSIN	CHEONGSHING	TUESDAY, 6th Aug., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Hongkong to Singapore 1st Class	Single	Return.
Penang	85	130	
Calcutta	165	250	

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Calcutta, Tientsin, Newchwang and Yangtze Port. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
SWATOW & SHANGHAI	"YOSHIO"	4th Aug., 9 A.M.
HOIHOW, PAKHOI & HAIPHONG	"SINGA"	5th " " daylight.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	5th " " 4 P.M.
CEBU & ILOILO	"KAIFONG"	6th " " " "
MANILA	"TAN"	6th " " " "
SWATOW, AMOY & SHANGHAI	"KASHING"	6th " " " "
SWATOW, AMOY & SHANGHAI	"IOHANG"	7th " " " "
HOIHOW & HAIPHONG	"CHIHU"	8th " " daylight.
SWATOW & SHANGHAI	"KUIKANG"	8th " " 4 P.M.
TSINGTAI, CHEFOO & NEWCHANG	"KWEIYANG"	8th " " " "
SWATOW, AMOY & SHANGHAI	"SHANG"	12th " " 3 P.M.
SWATOW, CHEFOO & TIENTSIN	"HUIHOW"	12th " " 4 P.M.
YOKOHAMA & KOBE	"TSINAN"	15th " " " "

The Attention of Passengers is drawn to the superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE AGENTS.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamer between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ROBI	2540	Almond	MANILA	SATURDAY, 10th Aug., at Noon.
ZAFIRO	2540	Fraser	"	SATURDAY, 17th Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

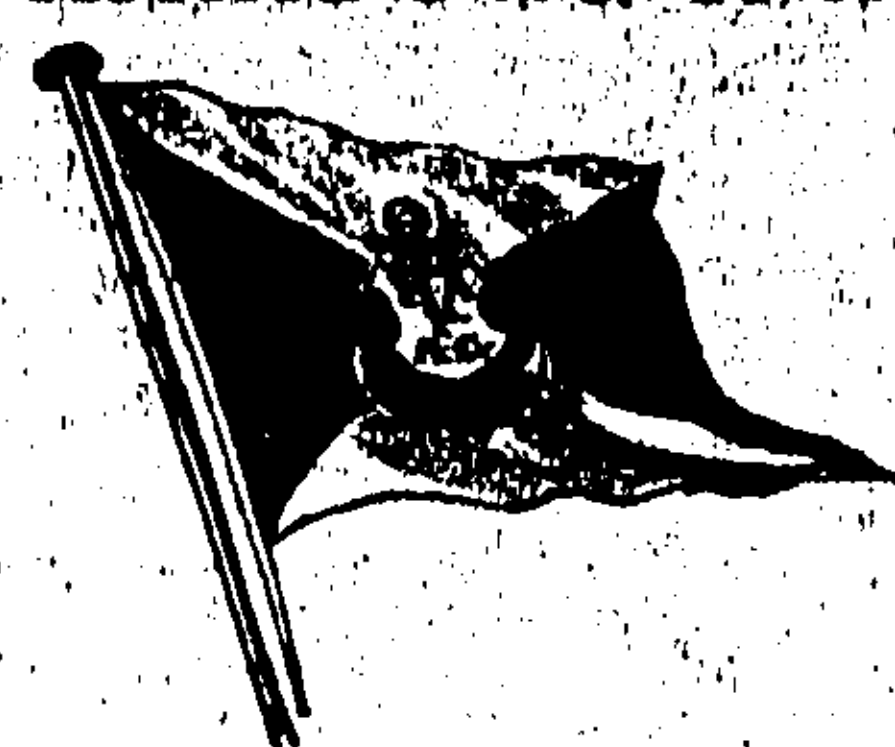
Steamship To sail
"ABERLOUR" FRIDAY, 23rd August.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardsess carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG. NEXT SAILINGS FROM HONGKONG.

Outward.

RHENANIA 1st Oct.
SILESIA 2nd Nov.
Hongkong, 2nd August, 1907.

Homeward.

SCANDIA 7th Aug.
HABSBURG 4th Sept.
RHENANIA 4th Oct. [3]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE"

Captain Broc, will be despatched for the above Ports, on or about MONDAY, the 5th August.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 29th July, 1907. [10]

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"TUDOR PRINCE"

Captain McDougall, will be despatched for the above Port, on or about THURSDAY, the 15th August.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 22nd July, 1907. [1672]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamer Tons. Captain. Sailing.

Shawmut 9,666 E. V. Roberts 15th Aug.

Tramont 9,666 T. W. Garlick 10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Tramont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 17th July, 1907. [172]

"SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.

THE Steamship

"HELIOPOLIS"

Captain Martin, will be despatched as above on or about 20th August.

For Freight, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th July, 1906. [688]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. U. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Five New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey 34s.

Meals 25s. each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and

SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 3rd July, 1907. [16]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

LIQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail on

"GLENFARG" 3,500 Middle of Aug.

"KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

* Passenger only.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 16th July, 1907. [15]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 7th Sept.

FOR BOSTON AND NEW YORK.

S.S. "GHAEZE" 14th Sept.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 30th July, 1907. [64]

For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF

LANDED PROPERTY situate at

CANTON near the Hongkong, Canton and

Macao Steamship Company's wharf and facing

the river. Title Deeds can be seen at the

office of the undersigned.

For further particulars, apply to—

GOLDING and BARLOW, Solicitors,

10, Queen's Road Central.

Hongkong, 22nd May, 1907. [526]

PABST BREWING COMPANY,

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co., Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [54]

A WONDERFUL DISCOVERY.

This is the age of scientific progress, when all nature, so to speak, is harnessed by the scientist for the comfort and happiness of man. Science has indeed made great strides during the past century, and among the by no means least important discoveries in medicine comes that of

THERAPION.

This preparation (unquestionably one of the most

valuable and reliable) is used in the treatment of

all diseases of the blood, and is especially

valuable in the treatment of the blood, and is especially

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To Let.

TO LET.

OFFICES at No. 14, DES VIGUE ROAD CENTRAL (formerly occupied by Messrs Shewan, Tomes & Co.).

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 4th April, 1907. [7]

TO LET.

ONE FOUR-ROOMED HOUSE at

PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD., Hongkong, 22nd June, 1907. [87]

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st July, 1907. [16]

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 29th July, 1907. [439]

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORLTON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st July, 1907. [69]

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE, Barretto & Co., Hongkong, 24th July, 1907. [605]

TO LET.

No. 1, WESTEND TERRACE, Shamien Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st July, 1907. [67]

TO BE LET.

A S from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD., Hongkong, 29th June, 1907. [624]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHAW, TOMES & Co., General Managers.

Hongkong, 2nd October, 1906. [48]

F. BLACKHEAD & CO.,

SHIP-OHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

"ST. GEORGE'S BUILDING,"

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

1. UNCHES, & Co., & Co.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (abw)	50,000	\$125	\$125	\$1,000,000	\$1,721,558	{ £1.15/- and bonus of £1 @ Ex. 1/3 = } \$24.33 making \$40.80 for 1906	4 1/2 %	\$67 1/2 ex n. is. \$51 1/2 n. issue London £81 ex new issue London £60 n. issue first call \$51
National Bank of China, Limited	50,000	£7	£6	£12,735	\$71,203	\$2 (London 3/6) for 1903	7 1/2 %	\$270
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10 11/16 per a/c	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	\$1,460,410	{ Final of \$12 making \$41 for 1905 and } Interim of \$3 for 1906	5 1/2 %	\$775
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$461,467	\$1 1/2 for year ending 31.12.05	6 1/2 %	\$180 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$62,980	\$6 and bonus \$2 for 1905	9 1/2 %	\$88 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$435,236	\$40 for 1905	12 1/2 %	\$320 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$305	\$1 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$10,000	Nil.	\$2 1/2 for year ended 30.1.1906	6 %	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000	120,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %	\$20 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£60,000	£3,694	\$1 for 1906 @ ex 2/3 = \$1.14 per share	3 1/2 %	\$67
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 1,327	{ Final of Tls. 31 making Tls. 5 1/2 (Pref) and } { Final of Tls. 31 making Tls. 5 1/2 (Ord.) for '06 } Interim of 1/- (Coupon No. 8 for a/c 1907	11 1/2 % 10 1/2 % 4 1/2 %	Tls. 47 Tls. 50 buyers 46 1/2 sellers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$10,000	\$137	{ \$1.00 } for year ending 30.4.1907	4 %	\$25
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000	\$137	{ \$0.50 } for year ending 30.4.1907	3 1/2 %	\$14
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 81,260	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	9,218	\$8 for year ending 31.12.06	8 %	\$100
Indo-Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 8,935	\$3 for 1907	4 1/2 %	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	none	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 89 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£110,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.70 sellers
Kuab Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	£8,745	No. 12 of 1/- = 48 cents	...	\$5 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$64,124	\$10,335	\$1.75 for year ending 31.12.06	10 %	\$17 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$1,000,000	\$3,047	Interim of \$2 for six months ending June 30th '07	7 %	\$72 1/2 ex div.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000	\$400,933	\$6 for 2nd half-year making \$12 for 1906	12 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 72 ex div.
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 23,117	{ Final of Tls. 10 making Tls. 18 for year } ending 31.12.06 on old capital	8 %	Tls. 217 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	\$6,418	\$3 for year ended 30.6.1906	10 1/2 %	\$28
Central Stores, Limited	50,123	\$15	\$15	\$30,000	\$9,178	\$1.80 for 1906	12 %	\$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$60,000	\$7,371	\$5 for second half-year making \$10 for 1906	9 %	\$110
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$98 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,089	\$2 1/2 for 1906	12 %	\$37
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 100 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48 ex div.
COTTON MILLS.								
Iwato Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939	\$21,660	\$1 1/2 for the year ending 31.7.06	11 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 52 buyers
Lao-ung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 92 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,863	Tls. 50 for 1906	15 1/2 %	Tls. 325
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,209	£638	1/3 per share for 1906	9 %	\$6 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	19,000	1053	\$3 for 1905	...	\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	...	\$94 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 60 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.05	9 %	\$5
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$115,000	\$855	80 cents for 1906	9 %	\$8.9 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$50,000	\$2,555	\$1.30 for year ending 31.7.1906	8 1/2 %	\$15 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$11,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 1/2 %	\$10 1/2 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,913	11 per share for year ending 28.2.07	7 %	\$14 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$105,000	\$4,361	Interim of \$4 for 1-year ending June 30th '07	9 1/2 %	\$24 1/2 ex div.
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$65,000	\$4,212	\$2.00 for year ending 31.12.06	9 %	\$22 1/2 buyers
Maatschappij tot Mijn-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 %	Tls. 305 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	Tls. 27,603	...	5 ppe sh. or period of 18th Oct. to 30th Apr. '07	...	\$10 1/2 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	\$2,655	None	...	\$14 buyers
Phosphate Company, Limited	97,500	\$10	\$10	none	Dr. P. 34,374	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 for year ending 31.12.06	4 1/2 %	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Tls. 4 for 1905	12 1/2 %	Tls. 10.1
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	8 1/2 %	Tls. 45 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,354	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	Tls. 60 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 8,000	Tls. 7,843	Interim div. of 15/- for 1-year 1905	...	Tls. 120 sales
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 5/- for 1-year 1906	...	Tls. 300 buyers
South China Morning Post, Limited	7,200	£20	£20	none	Dr. 84,934	Interim div. of 5/- for 1-year 1906	4 1/2 %	Tls. 270 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	2214	None	...	\$7
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 1,012	30cts. (old) & 15cts. (new) year ended 31.5.06	...	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	none	3349	Interim of Tls. 4 for year 1905/6	...	\$12 1/2 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$25,000	\$742	First year	6 1/2 %	\$10 1/2 buyers
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	\$300,000	\$5,482	70 cents on 9,900 ord. shares and 29.90 on 100 Founders for year ending 31.5.1906	7 1/2 %	\$11 buyers
William Powell, Limited	15,000	\$10	\$10	\$15,000	\$182	Final of 40 cents per share making 80 cents for year ending 31.12.07	10 %	\$8

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th August, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Himalaya*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWETT,

Superintendent.

Hongkong, 31st July, 1907.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TONKIN"

Captain Mouton, will be despatched for MARSEILLES on TUESDAY, the 6th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *SALAZIE* 20th August.S.S. *POLYNESIE* 3rd Sept.S.S. *TOURANE* 17th Sept.S.S. *AUSTRALIEN* 1st Oct.S.S. *NERA* 15th Oct.S.S. *PARRI* 9th Oct.G. DE CHAMPEAUX,
Agent.

Hongkong, 24th July, 1907.

Intimations.

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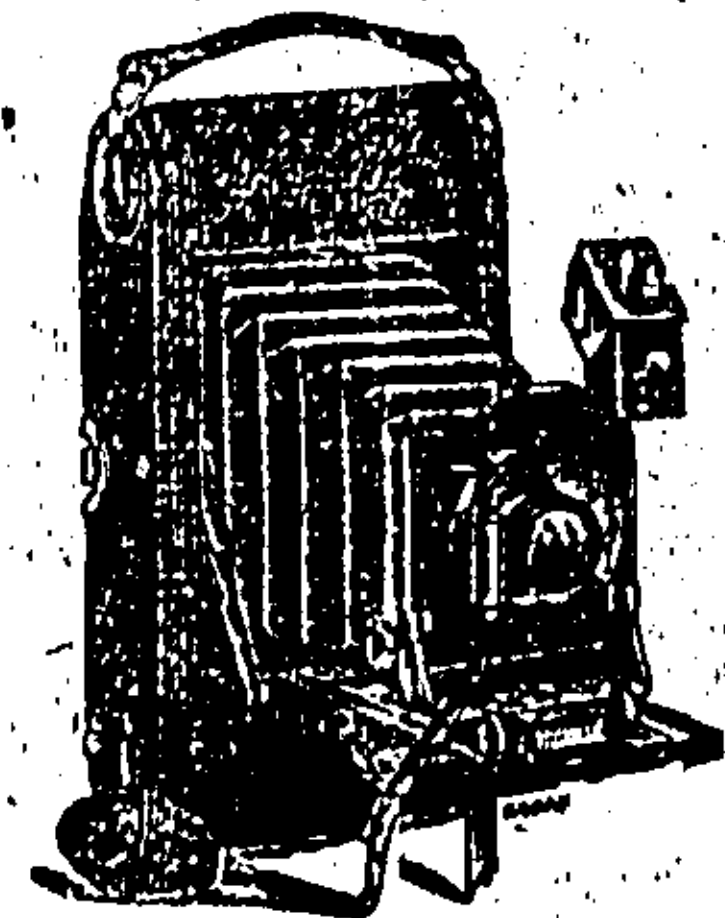
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Hongkong, 16th May, 1907.

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